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Drawn by Frank X. Chamberlain.

LESLIE'S WEEKLY

THE OLDEST ILLUSTRATED WEEKLY IN THE UNITED STATES

Vol. CIV. No. 2698

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Thursday, May 23, 1907

Danger in Republican Factional Follies.

FOR THE credit and the welfare of the party there
are at this moment too many squabbles among Re-
publicans, and these squabbles are asserting them-
selves too aggressively and too obtrusively. There
are factional fights among Republicans in New York,
Delaware, Massachusetts, Pennsylvania, Ohio, Kansas,
Iowa, California, and other States. In every one of
those States the Republican factionists are more ear-
nest in assailing each other than they are in fighting
the Democrats. The most serious of these wrangles are
in New York, Pennsylvania, Ohio, and Iowa. In New
York many Republicans have been trying to thwart
Governor Hughes in his reform measures, and worked
with the Democrats in the endeavor to discredit the
Republican Governor, and thus to sow dissensions in
their party, and to weaken it in a State which will be
necessary for Republican success in 1908, as it more
than once was in the past. The Republican feud in
Pennsylvania resulted in the election of a Democratic
State treasurer in 1905, although Roosevelt carried
the State by over 500,000 in 1904. That feud, con-
tinuing through 1906, cut down the lead of the Repub-
lican candidate for Governor to 48,000 in that year.

Everybody remembers the Addicks and anti-Addicks
wrangles in Delaware, which more than once deprived
the Republicans of a Senator, and this fight still con-
tinues, though with somewhat different leaders. Iowa
is torn up by a feud between Governor Cummins's
friends and enemies, with the result that while Roose-
velt carried that stalwart Republican State in 1904 by
159,000, Cummins squeezed in in 1906 for Governor by
a bare plurality of 20,000. In the Iowa fight, Shaw,
though he is now a citizen of New York, figures.
There was some talk of an attack on Fairbanks in In-
diana by the Beveridge element of the party, though
this is not likely. Cannon, as an aspirant, has opposition
in his own State in the person of Governor Deneen.

But the most disruptive vendetta of all is that
which is raging in Ohio between the Taft and the
Foraker partisans. This is most serious. In their
rivalry for the indorsement of their State in the na-
tional convention of 1908 there may be danger that
the State may drop into its old-time uncertain status,
as in 1892, when Harrison, a native of the State, had
only 1,000 plurality in it, and when one Cleveland
elector was chosen in it. The expressions of many of
the Ohio Republican journals show that the feeling be-
tween the partisans of Taft and Foraker in their State
is as bitter as was shown in any of the feuds of a few
years ago, in which Hanna, Foraker, and Sherman
participated. It ought to be plain to these Republican
factionists that their wrangles are disgusting the
masses of their party all over the country, and are en-
dangering their party's success in 1908. It will be de-
cidedly unsafe to suppose that the next quarter of a
century will ever see the repetition of a 2,500,000
plurality for a Republican President like that which
Roosevelt rolled up in 1904.

A halt should be called on these Republican squab-
bles. The Republican party is bigger than any of its
chieftains. The Republican party's success is of far
more importance to the welfare and the progress of
the American people than is the triumph of any par-
ticular Republican leader. The unity and the success
of the Republican party in 1908 demand that every
Republican factionist should work less for himself and
more for his party than he is doing to-day.

The Income Tax Menaces Protection.

"HISTORICALLY and logically," says the New
York Evening Post, in commenting upon Pres-

ident Roosevelt's recommendation for an income tax,
"the income tax goes with the remitting of tariff
taxes." * * * While lightening the load of tax-
ation in other ways, Gladstone's great object in im-
posing the income tax was to remove others that fet-
tered trade. * * * Such was also, roughly, the pur-
pose of the income tax in our own tariff of 1894. The
aim was to lift the load of indirect and demoralizing
tariff taxes; to strike off as many as possible of the
tariff chains upon industry and trade, and to make
good the resulting deficit in the revenue by levying
an income tax." There is no question that an income
tax would be a great revenue producer. Undoubtedly
such a measure would ere long result in a revision of
the tariff laws, for it is admitted that the revenue of
the government is already more than adequate for its
needs. No one will accuse Mr. Roosevelt of a desire
to secure a tax just for the fun of taxation, nor for
the purpose of accumulating a vast and idle surplus.

True, a surplus is seldom idle; in itself it is an in-
centive, or at least a temptation, to extravagance.
Therefore, if we have an inheritance and an income tax,
other taxes must be lessened proportionately, seeing
that the national income is already more than suffi-
cient for all needs. Naturally, the first to come under
such revision would be the tariff. "A protective
tariff is the mother of trusts," say the free-traders.
But this is not so. If we destroy those vast industrial
enterprises which have come to be known as trusts
we are like Samson, pulling down the walls of the
temple and destroying ourselves as well as our ene-
mies. We have already referred to the fact that be-
hind the socialistic demand for an income tax and the
attack on the great industrial combinations stands a
host of free-traders who really care nothing about the
trusts, but who are eager once more, through devious
ways, to renew their unrelenting assault upon the
Republican policy of protection. They begin by de-
claring that "the tariff is the mother of trusts." If
they can get the common people, now wedded to pro-
tection, to believe that, they may possibly wean them
from a principle which has proven such a tower of
strength to the industries of the United States.

Fair Play for Governor Hughes.

THE REPUBLICAN leaders, or would-be leaders, of
New York State may have had their personal
reasons for defending and supporting Superintendent
of Insurance Kelsey when Governor Hughes sought to
remove him. So far as the personal equation entered
into the matter, we shall not attempt to discuss it.
That some of the strongest friends and neighbors of
Mr. Kelsey, including Senators Hooker and Tully, felt
under obligations to take his side, did not interfere
with their prompt declaration that in everything else
they were heartily in favor of Governor Hughes's pro-
gramme. The fact that all but ten of the Republican
senators stood by the Governor in the Kelsey matter,
and that the strength of the opposition was overwhelm-
ingly Democratic, is sufficient to show where the Re-
publican party stood in the matter.

If Governor Hughes had cared to "play politics"
it would not have been difficult for him to have secured
the two or three votes necessary to change the result
in the Kelsey case, but that is not his method. Before
and after his election he publicly declared that the
welfare of the people would be considered first. He
has persistently held to the view that the functions of
the Governor are well defined, that the legislative
branch of the government also has its duty to perform,
and that the latter should not be influenced, much less
coerced, by the Governor. It is a long time since any
Governor of New York has taken this view of his of-
ficial function, and it was said by skillful politicians
that Mr. Hughes would speedily find that his policy
was inexpedient and impractical. Nevertheless, Gov-
ernor Hughes has gone on in his own way because he
has believed it to be the right way.

It is altogether too early for any one to say that
the Governor has made a mistake. We do not believe
that he has. We believe that the people are more in-
terested in having a Governor who stands for the
maintenance of their rights than for one who works
for political power and prominence. We are, there-
fore, all the more pained and surprised to find in the
Albany Evening Journal, printed at the State capital
and edited by a leading official of the Republican State
organization, a statement by its Washington corre-
spondent containing this gratuitous and undeserved
fling at Governor Hughes:

"Just how far Mr. Stevens is acting for the Governor in his at-
tempt to control Federal patronage in western New York is not
known in Washington. There is no fault to be found by the adminis-
tration with the activity of Mr. Stevens. But it is felt that a mea-
sure of direct responsibility should be assumed by Governor Hughes.
He is a civil-service reformer, and if he does not approve of the use
of Federal patronage in politics to the extent that President Roose-
velt is alleged to have used, or is contemplating using it, it is thought
that he ought to come out in the open and say so. To those in au-
thority here it is understood there is just a bare suspicion that the
Governor is willing to be represented in the newspapers as being op-
posed to playing politics by the use of Federal or State patronage,
and yet willing to shut his eyes to what his friends, Representative
Porter, Mr. Stevens, and others are doing at Washington."

We do not believe that the administration at Washing-
ton sympathizes with this reflection on the sincerity
and unselfishness of Governor Hughes. There is no
reason why President Roosevelt should, and there is
every reason why he should not. To accuse Governor
Hughes, as the Albany Journal does, of double-dealing,
by pretending not to have an interest in political con-
trol while shutting his eyes to what his friends may do
in this direction, is unjust and indefensible from any
standpoint. The session of the Legislature has pro-

gressed far enough to indicate that Governor Hughes
has not deviated a hair's breadth from his expressed
purpose to perform his duties with an eye single to the
welfare of the State and in disregard of political con-
siderations.

In his appointments he has scrupulously named
those who he has had reason to believe were most
fit and capable, and the fact that every one of his ap-
pointments has been received with such public favor
shows that he has made no mistake. In his recom-
mendations to the Legislature he has voiced public
opinion, and has sought to give it expression in op-
erative form on the statute-books, but he has not
deemed it necessary to trade or to deal with politicians,
or to seek to coerce legislators. Under the circum-
stances, and at this particular juncture, to insinuate
that Governor Hughes is following the devious paths
of an ambitious politician is most untimely and un-
called-for.

The Plain Truth.

THE reaction against Bryan by a number of leading
Democrats, especially in the South, who oppose
his idea of governmental ownership of railroads, has
smoked him out. At a recent meeting of Iowa Dem-
ocrats in Des Moines, Mr. Bryan had the assurance to
say that "conservative Democrats must keep their
hands off." If there is any hope for the Democratic
party, it lies in a conservative course just at this jun-
cture when conservative influences in both parties are
beginning to assert themselves. After having been
beaten twice for the presidency on a radical Demo-
cratic platform, Bryan should be willing to step aside
and let some conservative Democrat, like Judge Gray,
come to the front. Democratic sentiment is slowly
crystallizing in this direction. Bryan may control the
Democratic national committee, but it remains to be
seen whether he can control another Democratic na-
tional convention. We think not.

WITH THE sturdy common-sense which usually
characterizes his actions, President Roosevelt
has made a ruling which will be approved by all pa-
triotic citizens, in ordering that Civil-War veterans or
their widows employed in government departments
shall not be discriminated against on account of their
age. It is reported that a number have lost their
places solely for this reason—a pitiful story, if it be
true. Few things are more pathetic than the case of
a man or woman still in good health, but because of
advancing years denied the privilege of earning a live-
lihood; and the case is more distressing when the
sufferer is a man who has fought for his country. At
this Memorial-day season it is pleasant to know that
the government will deal liberally with its old-time
supporters in arms who, in their age, need the wages
of honorable employment in its service.

THE EDITOR of the Poughkeepsie Eagle makes a
good point when he urges the enactment of a law
punishing with disfranchisement the citizen who sells
his vote; that is, a law to insure such disfranchise-
ment, which is now in effect made impossible by pro-
visions which attempt to fix the guilt upon the pur-
chaser of the vote. There is no justice in concen-
trating all the wrath of the law upon the guilty vote-
buyer and letting the equally guilty vote-seller go
scot-free; but let the reform suggested go a step
further, as in England, and provide for the unseating
of the man who is proved to have used bribery in
securing his election. Such a provision would be
practical, in line with Governor Hughes's suggestions.

ONE of the most important and hopeful signs of the
times is the growing recognition of the fact that
liberal provision should be made for the old age of col-
lege professors. The largest salaries of the teaching
profession are not comparable to the financial returns
that eminent talent commands when it is devoted to
the activities of business. The intellectual gifts and
unworldly aims of great scholars and inspiring teach-
ers are not usually attended by an undue tendency
to the kind of thrift that makes sure of laying up some-
thing for the future. Those who are constitutionally
money-makers do not as a rule devote themselves to
literary, or even scientific, pursuits. When adequate
retiring pensions are provided, those of the highest
gifts will be encouraged to remain, knowing that in
their old age they will be provided for, and those who
have passed the maximum of their power and useful-
ness can be superannuated without injustice or hard-
ship. Wholly and eminently commendable is John D.
Rockefeller's gift of \$3,000,000 as a pension fund for
superannuated professors of Chicago University. Mu-
nificent as the sum is, it is none too large for its pur-
pose. As the great institution becomes still greater
even this noble endowment of a pension fund will no
doubt be supplemented by its wise and generous friends.
The Carnegie pension fund excludes what are called
sectarian institutions. As the charter of Chicago Uni-
versity provides that its president shall be a Baptist,
and that two-thirds of its faculty shall belong to the
same denomination, it was excluded from participating
in the benefactions of the Carnegie fund. Yet it is
not sectarian in any narrow sense. No institution in
the land is broader. There are many of the higher
institutions of learning that are ranked as denomina-
tional, and are accordingly excluded from the Carnegie
fund, though they are really as broad and liberal in
spirit and influence as Harvard or Yale. The friends
and alumni of these institutions should follow Mr.
Rockefeller's example and provide for them generous
pension funds. In some cases, we are glad to say, a
splendid start has been made in this direction.

PEOPLE TALKED ABOUT

RARELY in American politics does a man running for office have the honor of being elected without opposition.



D. R. ANTHONY, JR.,
Elected to Congress in Kansas without opposition.—Sevenson.

This unusual distinction to-day befalls D. R. Anthony, Jr., who was nominated for Congress by the Republicans of the first district of Kansas to fill the vacancy caused by the elevation of Congressman Curtis to the United States Senate, the special election being fixed for May 23d. Mr. Anthony received a remarkable political endorsement in that he was unanimously nominated by his own party, and the Democrats of the district met and resolved to make no nomination against him. The new congressman is editor of the Leavenworth daily *Times*, and is a son of the late Colonel D. R. Anthony, one of the pioneers and historical characters of Kansas's struggle to be a free State. He is also a nephew of the late Susan B. Anthony, and a brother-in-law of Captain Koehler, the army officer who recently had a clash with Major-General Leonard Wood in the Philippines. As showing the trend of politics in the Western States, Mr. Anthony's platform calls for revision of unfair tariff schedules by the friends of the protective principle, stands for government control of the railroads as advocated by President Roosevelt, and declares for the curbing of criminal trusts and monopolies.

TO COUNTLESS homes in America the tidings of the death of the Rev. John Watson, D.D., brought a sense of personal bereavement. As Ian Maclaren he won the hearts of our people by the charm of the humor and pathos of the stories of Scotch life and character in "Beside the Bonnie Briar Bush," and his subsequent work increased his hold on their admiration and affections. During his three extended visits to America thousands heard his sermons, lectures, and readings, thus becoming familiar with his noble personal presence and the music of his voice. Besides his stories he was the author of several able religious works. As a preacher he was eminently popular. During his long pastorate at Sefton Park Presbyterian Church in Liverpool he addressed crowded audiences, and his sermons on this side of the sea deeply interested all classes. His literary reputation will chiefly rest on his most popular book, "Beside the Bonnie Briar Bush." Its characters are a permanent addition to those creations of the imagination which have an abiding-place in the memory and the heart. In everything he did with voice or pen there was the manifestation of an ample manhood, opulent in power, intense, tender and strong, quick to see all that was best in human life, and touching the weaknesses of humanity with humor as sympathetic as it was sunny.

ALTHOUGH the estate of the late James Henry ("Silent") Smith, of New York, proves to be only about one-half as large as was generally supposed, there is enough in its \$25,000,000 to provide substantial fortunes for the leading beneficiaries by the multi-millionaire's will. While the widow and others have been well cared for, the main legatee is George Grant Mason, Mr. Smith's nephew, who inherits the sum of \$12,000,000. Until recently Mr. Mason was a resident of South Dakota, where he held the position of superintendent of the South Dakota division of the Chicago, Milwaukee and St. Paul Railroad, and was regarded as a capable and rising railroad official. It is



GEORGE GRANT MASON,
Chief beneficiary of the estate of the late "Silent Smith," of New York.

stated that he will hereafter make his home in New York, to which city so many of the wealthy men of the country sooner or later gravitate. Mr. Mason is thirty-eight years old, has a wife and two children, and is said to have tastes similar to those of his late uncle, being fond, like the latter, of club life and society. He is characterized as being "even silenter than 'Silent Smith,'" and he accepted the great change for the better in his worldly condition quietly and modestly. Mr. Mason's brother, William Smith Mason, a banker at Evanston, Ill., inherits \$6,000,000 of the Smith estate. Both brothers were once farm lads, but were sent to college by "Chicago" Smith, the founder of the fortune left to "Silent Smith."

SOME OF the Governors who were induced to attend the opening of the uncompleted Jamestown exposition had somewhat memorable experiences there. Owing to the defective arrangements, Governor Swanson, of Virginia, was unable to procure a carriage, and he and Mrs. Swanson had to ride from the grounds to the Richmond boat in a common dirt-cart. Governor Woodruff, of Connecticut, was surprised, if not a little shocked, to learn personally from the present Governors of North and South Carolina that the traditional remark concerning the protracted interval between imbibings had not been uttered when those two executives met, as both of them are on record as pronounced prohibitionists.

NO MARRIAGE of recent date has excited more comment, most of it unfavorable, than that of W.



MRS. W. ELLIS COREY,
Formerly Mabelle Gilman, the actress whose marriage to the president of the Steel Corporation has caused a sensation.—Burr McIntosh Studio.

of earnestness and ability. But he is no longer held up as a pattern to aspiring youth, and there are indications that he has endangered his unique position in the business world through his devotion to a stage favorite; for it is reported that some of the directors of the Steel Corporation oppose the continuance in office of a president who has defied the conventions of society. The present Mrs. Corey retired from the stage several years ago, and has been living in luxurious apartments in Paris. Her last appearance as an actress was in the musical comedy, "The Mocking Bird." The newly-wedded pair are expected to occupy a handsome residence in Fifth Avenue, recently leased by Mr. Corey.

CHICAGO'S stock-yard district is notoriously tough, and yet one of the most successful of the policemen who patrol it is a woman, Miss Elizabeth Grace. She says that she leads a strenuous life but enjoys it. She has a keen sympathy with boys, and they respond readily to her good influence. During her few years' service she has done much to keep the stock-yard element in order.

ACCORDING to Lossing, the historian, the distinction of having been the youngest soldier that ever bore arms in battle probably belongs to Colonel John Lincoln Clem, assistant quartermaster-general, United States army, who is at present stationed at San Francisco. Colonel Clem enlisted in the Union army as a drummer boy in May, 1861, before he had reached the age of ten years. He served thereafter to the end of the Civil War, under Generals Grant, Rosecrans, and Thomas, and took an active part in many important battles. When only twelve years old he was made a sergeant of Company C, Twenty-second Michigan regiment, on the battlefield of Chickamauga for bravery, and was appointed as personal orderly to General Thomas. He was more widely known as the "drummer boy of Shiloh," and as such he is referred to in most histories of the Civil War. The Colonel is now the senior colonel in the quartermaster's department of the regular army, and is expected to succeed Quartermaster-General Humphrey when the latter retires. Colonel Clem's record is throughout one of fidelity to duty and efficient activity. His past promotions have been, and his prospective one will be, well merited. He is shown in the accompanying photograph as he appeared uniformed and armed after he had, as a mere lad, won his first military title.



COLONEL JOHN L. CLEM, U. S. A.,
As he appeared when made a sergeant in the Union army at the age of twelve.—Givens.

WITH the appointment as Third Assistant Postmaster-General of a practical publisher who is also an experienced postal administrator, there is reason to believe that the affairs of the branch of the service so long mismanaged by the late lamented Madden will be conducted in rational and business-like fashion. Mr. Abraham L. Lawshe, the new incumbent of the office, leaves a \$7,000 position as auditor for the Philippine Islands, which he has held since 1900, for one paying \$4,500, but he has for some years wished to return to this country to educate his children at home. Mr. Lawshe began life as a printer in a little Indiana town, and after a few years established the *Journal* in Converse, Ind., which he conducted successfully for several years, until he was appointed postmaster of the place by President Harrison in 1889. He served as deputy auditor in the Post-office Department at Washington, and so gained the confidence of President McKinley that when the postal frauds in Cuba were made public he was sent to straighten out the affairs of the department in the island, and was largely instrumental in causing the scandal to be probed to the bottom. In recognition of his services in Cuba he was sent as auditor to the Philippines, where he has done much toward establishing the islands on a firm financial basis. When he tendered his resignation, Secretary Taft took occasion to express to him "the personal comfort there has been in having a man fill the important position of auditor for the Philippine Islands whose presence in office made certain the honest collection and expenditure of the revenues of the islands."



ABRAHAM L. LAWSHE,
The new Third Assistant Postmaster-General.

IT IS a curious fact that no salary or other emolument attaches to the high position of Emperor of Germany. Emperor William serves the empire without a dollar of reward. His subsistence comes from the estates which he inherited as King of Prussia. These are extensive and he is enormously rich, so that he does not feel the lack of an imperial income. In managing his vast properties the Emperor displays great business ability.

MEASURED both by fame and by earning capacity, John Hays Hammond is the world's leading mining engineer. He is known in every part of the globe, and his yearly income is estimated at \$800,000, which is said to be more than any other man ever received for personal services. Mr. Hammond's mere recommendation is sufficient to induce financial magnates to spend millions in developing a gold mine. He was born in San Francisco and is fifty-two years old.

ONE OF the best equipped editors in the country during the last fifteen years has been Mr. George P. Morris, associate editor of the *Congregationalist*, of Boston. He went on that paper after serving a short apprenticeship on the *Mail and Express*, New York. He has written the weekly summary for the *Congregationalist*, as well as regular editorials, chiefly on sociological and practical themes. He has also been a frequent contributor to other papers and to the monthly magazines. Although a layman, he is well informed on Biblical, theological, and ecclesiastical subjects, and has frequently prepared papers on such subjects for ministerial assemblies and Congregational clubs and conferences. He has journalistic instincts, a forcible style, a rich vocabulary, and the art of putting things so as to make them readable and compel attention. He now graduates from the *Congregationalist* to a similar position on the *Boston Herald*, a paper that lost by death a few weeks ago Walter Allen, one of the best journalists in the country. The *Herald* recently came under the management of new owners, who changed somewhat the tone of the paper, inclusive of its editorial page. It is to be hoped that Mr. Morris may have full opportunity to treat the great and pressing problems of the country in the most serious fashion. For such work he is pre-eminently fitted, and hitherto this has been the quality and method of the editorial page of the *Boston Herald*.

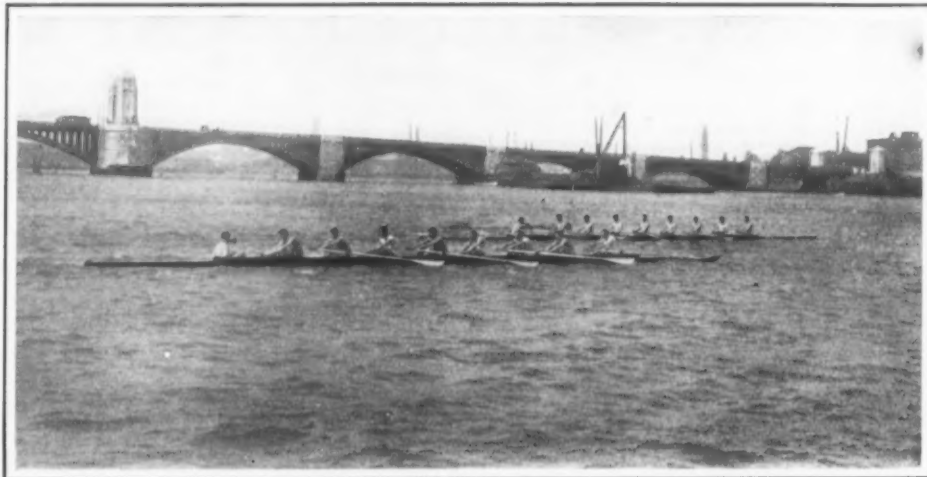


GEORGE P. MORRIS,
One of the best equipped editors in the country.



MAY-DAY VIOLENCE IN PARIS.

POLICE ARRESTING JACOB LAW, NATURALIZED AMERICAN, WHO FIRED FROM A BUS, WOUNDING TWO SOLDIERS, AND WHO WAS BEATEN BY THE CROWD.—V. Forbin.



COLUMBIA'S OARSMEN DEFEAT HARVARD'S CREW.

CLOSE AND EXCITING FINISH OF THE 1 7-8-MILE EIGHT-OARED RACE ON THE CHARLES RIVER, AT CAMBRIDGE, MASS., IN WHICH THE COLUMBIA ROWERS WON BY HALF A LENGTH.—Boston Photo News Co.

Safeguard Our Water Supply.

EXCEPT for the fact that typhoid epidemics are so common that one or more may be expected every year in some part of the country, the following passage from the last report of the New York State water-supply commission might be called prophetic of the scourge that afflicted Scranton, Pa., and other cities the past winter:

Whatever doubt may exist as to the desirability of municipal control of gas, electric light, and trolley systems, the consensus of public opinion undoubtedly favors municipal control of domestic water supplies. It is the general belief that the supply of water for all communities should be as unlimited as it ought to be pure and wholesome. In New York State many of the communities are supplied by municipal water-works, and the tendency to supplant private companies is constantly increasing. The State could do no better service than to provide an abundance of wholesome water for all its people. It certainly should safeguard from pollution all streams which are or may become the sources of water supply. The best efforts of modern science are being directed to the prevention of widespread and destructive epidemics. Polluted water has repeatedly caused outbreaks of typhoid fever, which have inflicted great hardship and untold suffering. The cost of providing an adequate supply of pure water is so great that some have believed that the State should provide a general system of its own or extend its aid to communities seeking a satisfactory water supply, as it does to the construction of good roads, asylums for the insane and criminal classes, and the maintenance of a national guard.

Though the commission did not think it advisable to go to the length of advocating the immediate establishment of a State water system, its general argument is strongly re-enforced by the remarks of Dr. Jonathan M. Wainwright, of Scranton, at a recent meeting of the New York Academy of Medicine, to the effect that health conditions were far better in cities possessing their own water-supply systems than in those, like Scranton, served by private corporations whose officers were likely to be negligent of proper sanitary



ROYAL PARENTS, THE PRIDE OF SPAIN.
KING ALFONSO AND QUEEN VICTORIA, WHOSE POPULARITY HAS BEEN GREATLY INCREASED BY THE BIRTH OF AN HEIR.

precautions, and even—as was the case in Scranton—actively to antagonize qualified experts who criticised them. The time has come when, with all our other advances in material well-being, we should put an end to the frightful mortality due to polluted water supplies—a mortality preventable by comparatively simple means. But the thorough inspection and policing of watersheds to prevent the pollution of streams cannot be accomplished until the various communities of the State acquire their own systems of supply, or until the Legislature takes action to bring all the waters of the State under its protection and devises some practicable plan for the disposition of sewage. The problem is a large one, but the present Legislature should not adjourn without an attempt at a solution of it.

Pollution often occurs in streams flowing through or between different States, and so becomes an interstate question. It may well be, therefore, a subject for consideration by the new waterways commission appointed by the President.

James J. Hill's Best Photo.

ONE OF the best photographs ever taken of James J. Hill, the well-known railway magnate, was reproduced in a recent issue of LESLIE'S WEEKLY. Through inadvertence the picture crept into the paper without due credit to the photographers. It should have borne the credit line, "Copyright, 1902, by Pach Bros."

GREAT BEAR SPRING WATER. "Its purity has made it famous." 50c. per case.



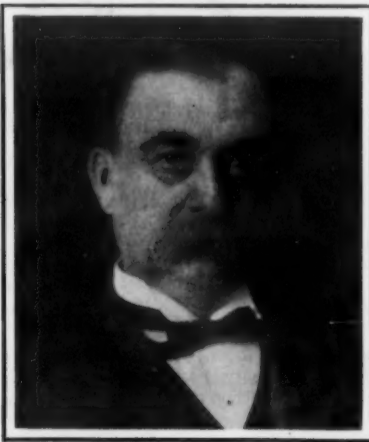
GENERAL BOOTH'S ROYAL WELCOME IN JAPAN.

HEAD OF THE SALVATION ARMY (WHITE-HAIRED MAN IN CENTRE) LANDING AT YOKOHAMA AND HONORED WITH A POPULAR DEMONSTRATION.—Anne Laura Miller.



SCENE OF IDAHO'S GREAT MURDER TRIAL.

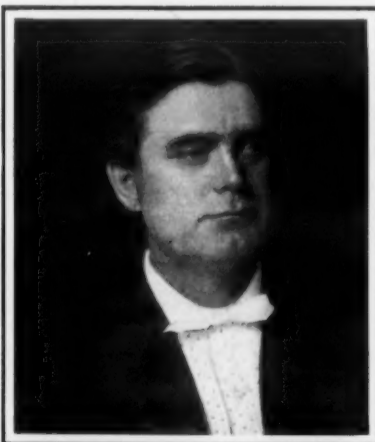
COURT-ROOM IN WHICH HAYWOOD (CHARGED WITH MOYER AND PETTIBONE), WITH KILLING EX-GOVERNOR STEUNENBERG, IS BEING TRIED—JUDGE FREMONT WOOD ON BENCH.—Whitney.



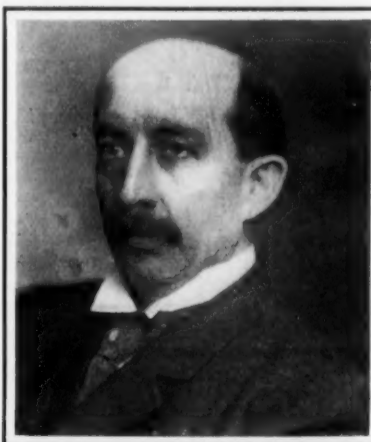
JOHN H. HAWLEY, OF BOISE, LEADING ATTORNEY FOR THE STATE.



FRED MILLER, OF SPOKANE, ATTORNEY FOR THE DEFENSE.



UNITED STATES SENATOR W. E. BORAH, OF IDAHO, THE STATE'S SPECIAL ATTORNEY.



C. F. RICHARDSON, OF DENVER, CHIEF COUNSEL FOR THE DEFENDANTS.

PROMINENT LAWYERS WHO FIGURE IN THE PROSECUTION OF MOYER, HAYWOOD, AND PETTIBONE.



A FINANCIAL PANIC AMONG SMALL INVESTORS—RUN ON AN EAST SIDE (NEW YORK) ITALIAN SAVINGS BANK.—Albert S. Ford, New York.



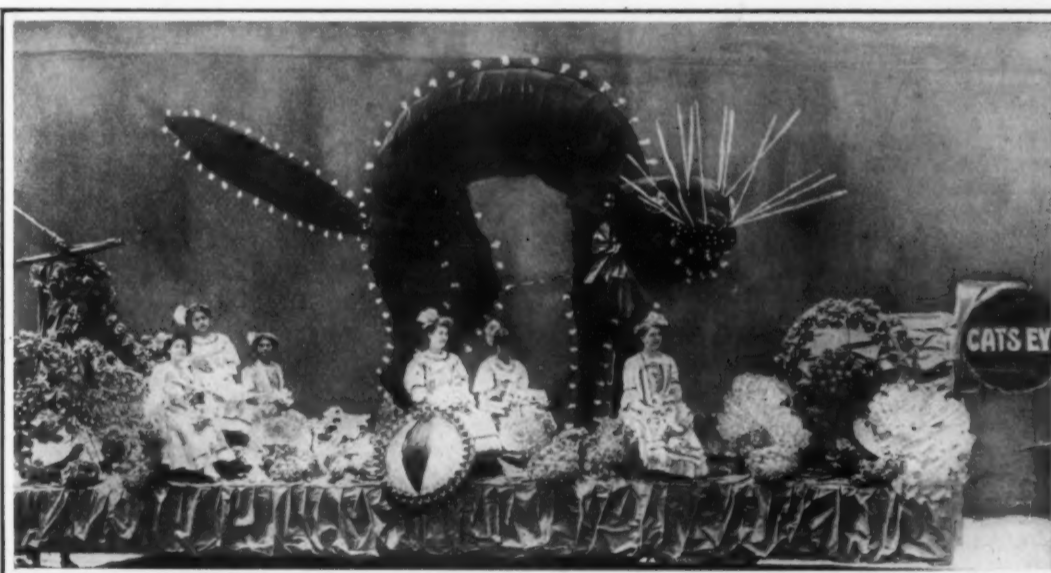
A CONFLAGRATION'S CLEAN SWEEP—SITE OF THE UNION CITY (PA.) CHAIR FACTORY, RECENTLY DESTROYED BY FIRE.—Merle Steenrod, Pennsylvania.



SPLENDID NEW BUILDING OF THE NEW YORK "EVENING POST," IN VESEY STREET.
Francis X. Croly, New Jersey.



THE ELITE OF NEW YORK'S "FINEST"—THE TRAFFIC SQUAD PASSING THE REVIEWING-STAND IN THE POLICE PARADE.
William A. Jacobs, New York.



THE "CAT'S-EYE" FLOAT AND ITS FAIR CARGO IN THE LOS ANGELES FLORAL PARADE—THE LATTER WAS PARTICIPATED IN BY MANY NOBLES OF THE MYSTIC SHRINE, TWENTY OF WHOM WERE AFTERWARD KILLED AND MANY HURT IN A RAILROAD DISASTER AT HONDA, CAL.—M. E. Ratert, California.



PARENTS OF CHARLES M. SCHWAB AT HIS BOYHOOD HOME AT LORETTO, PA., WHICH THEY REFUSED TO LEAVE FOR A HOME ON FIFTH AVENUE, NEW YORK.
P-J. Press Bureau, Pennsylvania.



(PRIZE WINNER, \$10.) GENERAL KUROKI AND HIS SUITE, GUESTS OF THE UNITED STATES. ENTERING SEATTLE HARBOR ON THE "AKI MARU," FROM JAPAN.—(KEY BELOW.)
Walter P. Miller, Washington.

NEWS PHOTO PRIZE CONTEST—WASHINGTON WINS.

A PICTORIAL SURVEY OF THE COUNTRY, BY THE ALERT REPRESENTATIVES OF "LESLIE'S WEEKLY."

* Top line, left to right—Captain Marquis Jutoku Saigo, Captain Go. Kobayashi, paymaster; Lieutenant-Colonel M. Nagayama, Captain T. Tomura, surgeon; Lieutenant-General Y. Kigoshia, Colonel M. Ota, Major T. Yashida, Major-General Umezawa, Captain S. Tanaka. Bottom row—M. Takahashi, H. Hosokawa, non-commissioned officers; Baron Tamemoto Kuroki, M. Asakawa, I. Watanabe, privates.

A Baby Secures Her Father's Pardon.

A BABY saved John William January from more than a year's imprisonment in the Leavenworth (Kan.) penitentiary. To be sure, the Missouri house of representatives, the board of trade, chamber of commerce, and labor organizations of Kansas City, judges, lawyers, doctors, and merchants of the city, to say nothing of the President of the United States, had a hand in the good work, but the baby did the most of it. *LESLIE'S WEEKLY* has already told of the crime which January committed when hardly more than a boy, of his expiation of it in prison, his yielding to the temptation to escape when he had the chance, though his five-year sentence was within eight months of completion; of his life of honest industry for the nine years following, and of his re-arrest and the sympathy of his neighbors, which resulted in the application to the President for clemency. This application, with 37,000 signatures attached, was presented to the President by Senator Warner and Representative Ellis, both of Kansas City, and was referred by him to the Department of Justice, with a recommendation that, in view of January's (Anderson's) "life as an honest citizen, hard-working, and of good repute," his sentence be commuted immediately, or the prisoner be pardoned outright. Attorney-General Bonaparte, considering it advisable to discourage attempts of prisoners to escape, while encouraging the real reformation of convicts, recommended the compromise that the sentence be commuted to three months from the date of his re-arrest, and that January be pardoned at the end of that time—July 19th. The President has approved the recommendation, the result of which, though a disappointment to the prisoner and the most enthusiastic of his sympathizers, will be his restoration to citizenship, and his regaining of freedom more than a twelvemonth earlier than if the rigor of the law had been applied to his case.

Meanwhile, January's wife and baby—three-year-old Lucile, whose pathetic little figure moved nearly forty thousand people to petition the highest authority of the land for her father's freedom—are waiting the home-coming of the husband and father with what patience they may; and it is easy to imagine what rejoicing there will be in that home, and throughout the sympathetic city, on July 19th, over "one sinner that repenteth."

Birth of a Famous Scientist Recalled.

LOUIS AGASSIZ, the great scientist, was not a native of America, but of Switzerland. He was born May 28th, 1807, in Motier, Switzerland. But his career as an American scientist began with his Lowell lectures in Boston, in 1846, and ended only with his death in 1873. When he was only twenty-one years old he wrote to his father that he wished to become the first naturalist of his time. His wish was realized, and as such he is to be commemorated in some of the universities of the land, when the centennial of his birth is reached this month. He will be commemorated in Cambridge, Mass., by the Historical Society of that city, the organization that recently commemorated the birth of Longfellow.

Agassiz was a wonder in reading, as Longfellow said of him, "the manuscripts of God." He went straight to Nature to learn concerning her. He became

an authority on glaciers, the ice age, fossil fishes. He constructed from a single scale a fish such as might belong to strata where no fishes were then known. He was asked to perform the feat at a meeting of the British Association, without being told that a fossil had been found. As he finished his drawing of what the fish must have been, some one drew back a curtain which had concealed the specimen, and a round of applause broke the decorum of the meeting. Agassiz became a great popular lecturer on science, after he



MRS. JOHN WILLIAM JANUARY,
The wife of the Kansas City convict (alias Charles W. Anderson) who has been pardoned by President Roosevelt.



LUCILE JANUARY,
The child of John W. January, and the central figure of the great Kansas City movement for his pardon.

accepted a professorship in Harvard University. He lectured to large audiences in New England, in the South, and the middle West. When he lectured in the university the whole Harvard faculty came to hear him, and it was a faculty of great men as specialists in their several departments.

He found it difficult to secure places enough for storing his specimens, and so he located them anywhere he could—in extemporized museums, in his home, and in his pockets. Alice Bache Gould, in her biography of him, states that a lady asked him at a dinner to explain the difference between a frog and a toad. The great professor, beaming with pleasure at not being taken unawares, dived first into his right

pocket and then into his left, produced two living specimens, and then and there made the matter plain to her. One of the favorite Cambridge anecdotes concerning him tells of his wife's calling in terror from her dressing-room, "There's a snake in my shoe!" and of Agassiz's prompt answer, horrified in his turn, "One snake! but where zen are ze other six?" Once, when he was to give a lecture on articulates before a school for girls, he arrived with a liberal supply of very active grasshoppers, distributed them one to each listener, and insisted that everything he said should be verified as far as was possible. Whenever an insect escaped, the lecture was held to await its recapture. This, Agassiz says, seemed to amuse the young ladies, but to him it was a question of principle.

Agassiz was as great in his sphere as Longfellow was in his. They were citizens in the same city and professors in the same university. They were born in the same year, and the centennials of their births are commemorated by the same local organizations. The people of America remember them as great teachers in the realms respectively of poetry and of science.

JAMES H. ROSS.

The Truth about Candy.

(From the Confectioners' Journal, May, 1907.)

THE PUBLISHERS of *LESLIE'S WEEKLY*, one of the oldest and most influential journals of its class in this country, are printing a carefully-prepared series of special articles touching upon pure foods. In their issue of April 25th appears "The Truth about Candy." It is so comprehensive and truthful that it will doubtless attract wide attention among the members of this trade, accustomed, as they are, to "candy stories" so entirely different. We beg to express to *LESLIE'S WEEKLY*, in behalf of the confectioners of the United States, a full appreciation of the valuable service it has rendered to the cause of a great industry.

Topics and Pictures Fifty Years Ago.

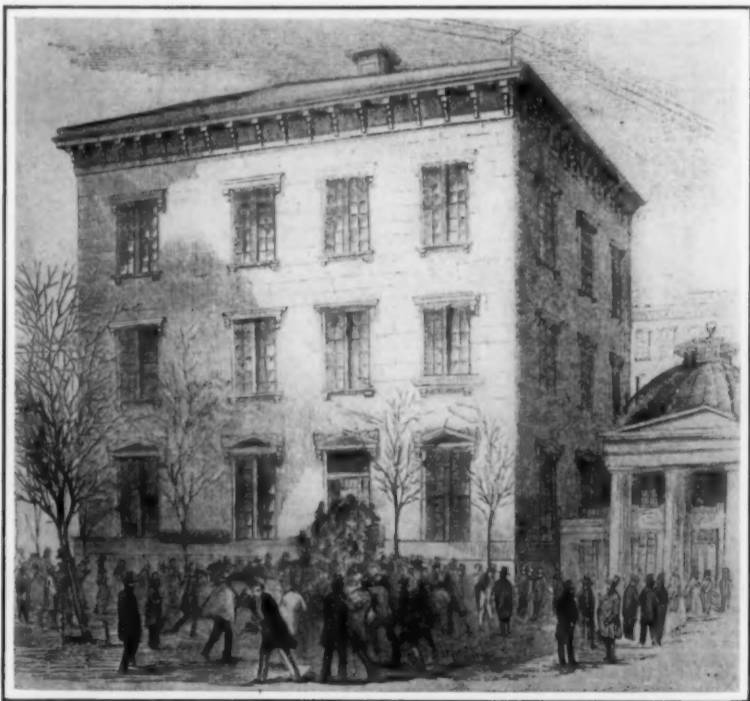
FOR A short time before the completion of the *Great Eastern* the people of the United States could plume themselves upon the possession of the largest man-of-war (the *Niagara*) and the largest merchant vessel in the world. The latter was the *Vanderbilt*, used in the passenger and freight service between New York and Havre. Her tonnage was 5,268, greater by 1,268 tons than that of the largest line-of-battle-ship in the British navy. Her length was 340 feet, and her engines were of 2,500 horse-power. To-day the *Kaiserin Auguste Victoria* has 25,000 tonnage and the *Kaiser William II.* 40,000 horse-power.

An interesting comparison may be made between the photograph, recently published in *LESLIE'S WEEKLY*, of the curious crowds collected outside the Tombs prison during the Thaw trial, and the picture which we reproduce of the spectators—or would-be spectators—at the doors of the court-house in City Hall Park while the famous Burdell murder trial was in progress. Human nature, it appears, has not changed much in half a century.

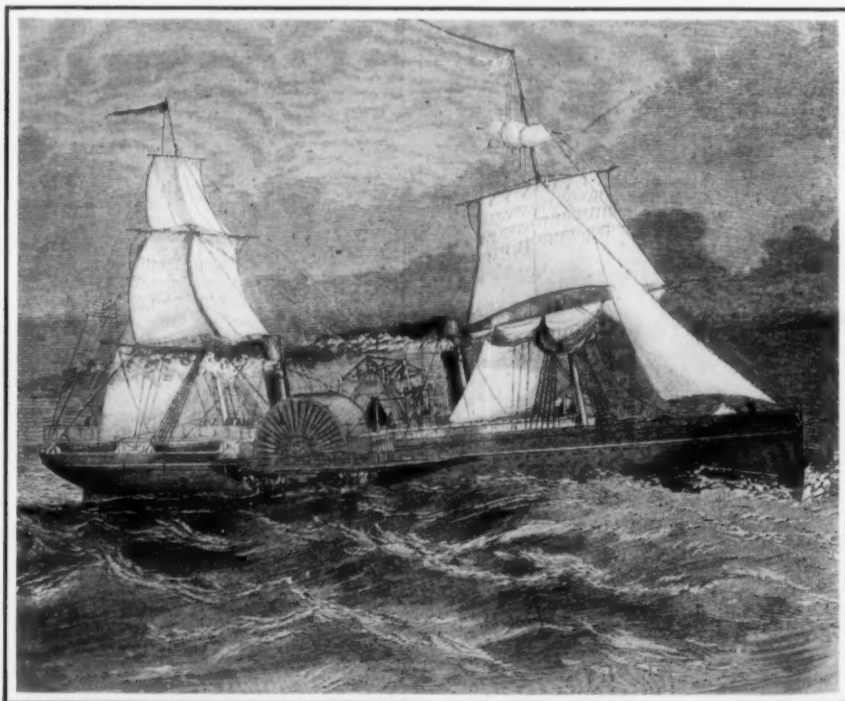
Considerable interest was excited in 1857 by the discovery of a number of fresh-water pearls in mussel-shells taken from Notch Brook, near Paterson, N. J. For one, called "the crown pearl," by reason of its peculiar formation, a New York jeweler paid fifteen hundred dollars.



PEARL-FISHERS AT WORK IN NOTCH BROOK, NEAR PATERSON, N. J., DURING THE EXCITEMENT OF 1857.—Reproduced from *Leslie's Weekly*, May 23d, 1857, and copyrighted.



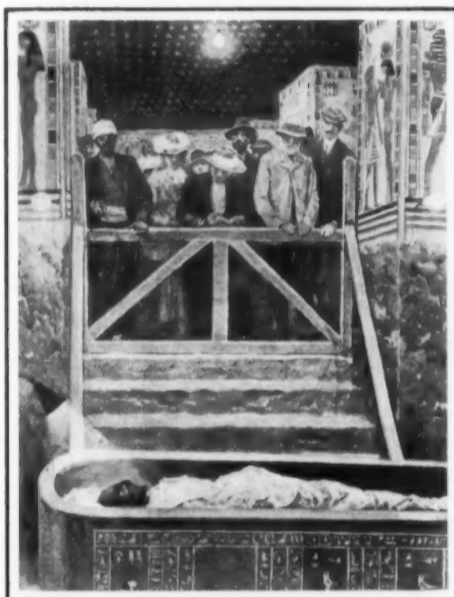
CURIOUS CROWDS BEFORE THE COURT-HOUSE IN CITY HALL PARK, NEW YORK, AWAITING THE VERDICT IN THE FAMOUS BURDELL MURDER CASE. Reproduced from *Leslie's Weekly*, May 23d, 1857, and copyrighted.



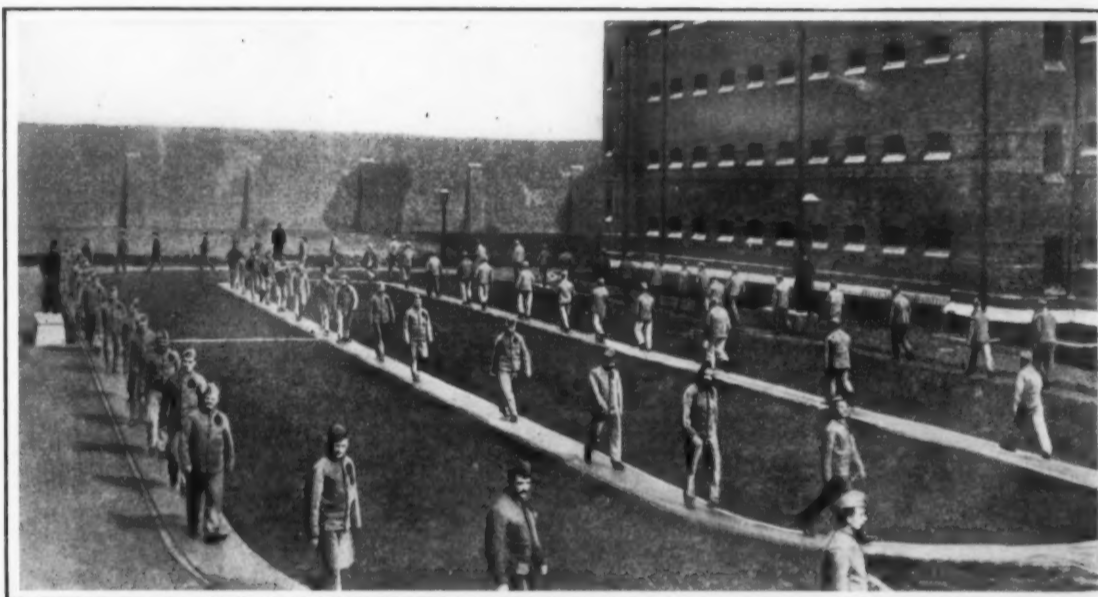
THE TRANSATLANTIC STEAMSHIP "VANDERBILT," IN ITS DAY THE LARGEST MERCHANT VESSEL AFLOAT.—Reproduced from *Leslie's Weekly*, May 23d, 1857, and copyrighted.



STRANGEST OF STRANGE FUNERAL CORTeges - MOORISH SOLDIERS ESCORTING THE REMAINS (IN CASKET ON MULEBACK) OF DR. MAUCHAMP, THE FRENCHMAN MURDERED BY MOORS, FROM MARAKESH TO MAZAGAN (TWO HUNDRED MILES) THROUGH THE MOROCCAN DESERT.—*L'illustration*.



EGYPT'S ANCIENT TOMBS ILLUMINED BY MODERN ELECTRIC LIGHTS—MUMMY OF AMENOPHIS II., FORMER KING OF THEBES, EXPOSED TO PUBLIC VIEW.—*The Sphere*.



ENGLAND'S REBELLIOUS CONVICTS—PRISONERS EXERCISING IN THE YARD AT WORMWOOD SCRUBBS, ONE OF GREAT BRITAIN'S LEADING PRISONS, AND RECENTLY DISTURBED BY MUTINOUS OUTBREAKS.—*The Sphere*.



INTENSE INTEREST IN SPAIN IN THE ADVENT OF THE ROYAL BABE—CROWDS OF ALL CLASSES ASSEMBLED AT THE PALACE IN MADRID AWAITING NEWS OF THE BIRTH.—*The Sphere*.

WHAT THE OLD WORLD IS DOING.

PICTORIAL RECORDS OF MATTERS AND INCIDENTS OF CURRENT INTEREST IN LANDS ACROSS THE SEAS.



GREAT CONGESTION OF FREIGHT ON THE NORTH RIVER FRONT, NEW YORK, DUE TO THE STRIKE.—H. D. Blauvelt.



UNION TEAMSTERS, IN SYMPATHY WITH THE STRIKERS, BLOCKING THE SAN FRANCISCO STREET-CARS.—R. M. Steele.



NEW YORK LONGSHOREMEN STRIKERS IN FRONT OF ONE OF THEIR BASES OF SUPPLY.—H. D. Blauvelt.



CROWD OF STRIKERS AND THEIR SYMPATHIZERS SURROUNDING THE FIRST NON-UNION CAR MOVED IN SAN FRANCISCO, THE MOMENT BEFORE IT WAS ATTACKED AND TWO MEN WERE KILLED AND TWENTY WOUNDED.—R. M. Steele.

TWO STRIKES INVOLVING IMMENSE MONEY LOSS AND MUCH BLOODSHED.

TEN THOUSAND NEW YORK LONGSHOREMEN AND SEVENTEEN HUNDRED SAN FRANCISCO STREET-CAR UNIONISTS SACRIFICE UPWARDS OF \$2,000,000 IN WAGES AND COMPANY EARNINGS.

Recent Deaths of Noted Persons.

THEODORE B. STARR, of New York, prominent jeweler and philanthropist.

Adalbert Krech, of Hamburg, widely-known captain of the Hamburg-American liner *Graf Waldersee*, and surnamed "the father of the sea."

Brigadier-General Orlando B. Wilcox, U. S. A., retired, of Detroit, formerly governor of the National Soldiers' Home at Washington.

General Samuel M. Jackson, of Apollo, Pa., distinguished Civil-War officer, banker, politician, and steel magnate.

Mrs. Anna Chase Deppen, of Louisville, Ky., novelist and poet, burned to death in Brooklyn, N. Y.

Rev. Dr. Leonard W. Bacon, of Assonet, Mass., prominent Congregational preacher and writer.

William Vail Brokaw, of New York, a leading and wealthy clothing merchant.



CHARLES H. HASWELL, Oldest civil and marine engineer in the United States.—A. E. Dunn.

and later Governor of New Mexico.
Rev. Dr. Enoch Fitch Burr, of Hamburg, Conn.

Charles H. Haswell, of New York, aged ninety-eight, oldest and most noted civil and marine engineer in the United States.

Albert Keep, of Chicago, formerly president of the Chicago and Northwestern Railroad, financier, and philanthropist.

Edward Kemeys, of Washington, distinguished animal sculptor.

Jaris Karl Huysmans, of Paris, celebrated author.

Edmund Gibson Ross, of Albuquerque, N. M., formerly United States Senator from Kansas, whose vote saved President Andrew Johnson from impeachment,

(Congregational), aged eighty-nine, and probably the oldest clergyman in New England.

Mrs. Augustine Castello de Romero Rubio, of the City of Mexico, mother-in-law of President Diaz, an influential woman, loved by all classes.

Lieutenant-Colonel George V. Fosbery, of London, inventor of the "Paradox" gun and an automatic revolver.

Elias Hartz, of Berks County, Pa., aged ninety-two, widely known for nearly seventy years as the goosebone weather prophet.

John Duryea, of Glen Cove, L. I., one of the founders of the largest starch interests in the world.

NOTHING will quicker revolutionize the system and put new life into it than Abbott's Bitters. At druggists' and grocers'.



EVERYBODY BASKING IN THE SUN—A FAMILIAR SIGHT IN THE HILL TOWNS OF ITALY.—*John Van Bibber, Maryland.*



(FIRST PRIZE, \$5.) MALTA'S MAGNIFICENT WELCOME TO ENGLAND'S KING AND QUEEN—CEREMONIAL PARADE AT VALETTA ON THE OCCASION OF KING EDWARD'S AND QUEEN ALEXANDRA'S VISIT.—*Aloysius Call, Pennsylvania.*



NATURAL DISPOSITIONS CHANGED—ODD FRIENDSHIP BETWEEN A YOUNG QUAIL AND A CAT.—*G. A. Conradi, Pennsylvania.*



UNIQUE SHINGLING-BEE—SUNDAY-SCHOOL BOYS REPAIRING THE BAPTIST PARISH HORSE-SHED AT YARMOUTH, ME.—*A. L. T. Cummings, Maine.*



EXCITEMENT IN A TURKISH VILLAGE IN ASIA MINOR—FREE FIGHT OVER A SHEEP'S FLEECE.—*Theodore A. Elmer, Turkey.*



(THIRD PRIZE, \$2.) LIVELY TIME IN A TEXAS CORRAL—COWBOYS TRYING TO LASSO A MULE IN ORDER TO THROW HIM AND SHEAR HIS TAIL.—*Wheeler Sammons, Korea.*



SWAN BOATS IN CENTRAL PARK, NEW YORK, ABOLISHED BECAUSE OF A FATAL ACCIDENT.—*Burt Green, New York.*



(SECOND PRIZE, \$3.) FRANKISH CHILDREN GIVING THEIR GOVERNESS A DEAFENING SERENADE.—*Mary H. Northend, Massachusetts.*

AMATEUR PHOTO PRIZE CONTEST.

PENNSYLVANIA WINS THE FIRST PRIZE, MASSACHUSETTS THE SECOND, AND KOREA THE THIRD.

What Notable People Are Talking About

CLEAR THINKING ESSENTIAL TO HIGH MORALITY.

BY DR. JAMES M. TAYLOR, PRESIDENT OF VASSAR COLLEGE.

IT IS essential to see clearly, to think straight, and to speak accurately. No man can be truly educated without this.



DR. JAMES M. TAYLOR,
President of Vassar College.
Albany Art Union.

We must not only see facts and know facts, but use facts. Education must give us breadth of view and force us from provinciality. It should develop a taste for art and literature, but, above all things, it must form the will and give the ability and impulse to use opportunities. The growing lawlessness in America—and by this I mean not merely crime, but the unloosing of the bonds and anarchic conceptions of social life—is due to the enormous expansion, the sudden increase of our wealth,

and to immigration. Moreover, we owe a large part of it to clever lawyers, who make it possible to set aside justice and avoid the laws. America does not need physical development. The great need of America is the preaching of moral conviction and intensity, so that theft shall be known as theft and lies known as lies. And to help in accomplishing this the teacher must have the missionary spirit—the spirit which gives and asks no return but the joy of seeing fruitage from its work.

RELIGION MUST COMBAT SOCIALISM.

BY THE REV. DR. HENRY BRANN, RECTOR OF ST. AGNES'S ROMAN CATHOLIC CHURCH, NEW YORK.

The foreign leaders of this anarchistic and socialistic movement—men like the Russian who was recently in this country and whose mission failed of effect because of personal scandal—are infidels. The anarchists and the socialists have no place in the church. Their object is to annihilate religion first and the state afterward. The salvation of the situation lies in the belief in God and the practice of religion. Of course class privileges and the accumulations of wealth are the provoking motives. To a certain extent I can understand the rioting in Russia. There it is directed against the actual privileges and oppressions of the upper classes. But this is a free country, where every man has his individual liberty and everything is being done legally to repress the greed of the classes. Men who couldn't earn five cents a day in their own countries come here and earn two dollars a day. Yet they are not satisfied. They bring with them their same ideas and incite the same unreasoning strife. They don't appreciate a free country. We of the church are doing everything in our power to control the movement. I have talked to some of the young men myself. The trouble with many of them is that they don't really or rightly understand the underlying principles of the matter. I believe that not a few of them could be made to see reason if they could be argued with calmly and individually.

MEN BETTER FITTED THAN WOMEN TO TEACH.

BY EDWIN R. A. SELIGMAN, PROFESSOR OF ECONOMICS AT COLUMBIA UNIVERSITY.

There are some branches, notably certain departments of aesthetics, wherein women are perhaps better adapted for instructors than men. Neither do I wish to make any invidious comparisons as to the relative mental capacity of men and women. At the same time I most emphatically believe that when it comes to teaching boys in the secondary schools, a larger proportion of men than women are fitted for the task. As for the question of relative salaries, I am not averse to saying that if a law was passed making them equal for men and women, the inevitable result would be the pushing out of the women by the men. There are two factors in the determination of wages—productivity and standard of living. It is difficult to measure absolutely relative potential productivity, but it is conceded that so far as the great masses of men and women are concerned, the standard of living of the former is relatively higher. The salaries of all classes of teachers are, relatively to the cost of living, much lower in the United States than in European countries. This is due to the much broader field covered by our free education and the consequent enormous expense to the government.

PROTECTION FOR RAILROADS AND PATRONS ALIKE.

BY W. W. FINLEY, PRESIDENT OF THE SOUTHERN RAILWAY.

There are two sides to every transaction involving the purchase and sale of transportation. There is the side of the buyer and the side of the seller. The railroad cannot be permanently prosperous unless its business is built up on the solid foundation of prosperous communities. Communities cannot be permanently prosperous and cannot expand their business unless they are served

by transportation agencies strong enough and prosperous enough to handle their present traffic effectively and to extend their facilities so as to keep pace with increasing demands for transportation. It is to the interest of the railway that every producer along its lines shall be able to sell his products in competitive markets and to increase his business so as to afford additional traffic. On the other hand, it is to the interest of every buyer of transportation that the income of the railway shall be sufficient to assure its credit and enable it to obtain funds with which to increase its facilities and improve its service. The purposes of the interstate-commerce laws are to insure the equal treatment of all buyers of transportation and to insure the reasonableness of charges. Even where both sides are disposed to be fair, it is inevitable that differences of opinion as to equality of treatment and reasonableness of charges will arise. Most of these can be settled by conferences between shippers and railway officials in which each side presents its own case frankly and gives due weight to the arguments of the other side. Adjustments of differences between shippers and railways are being made in this way every day, but there are some cases in which agreements cannot be thus reached. It is for disposing of such cases that the Interstate Commerce Commission has been created. It is the proper function of the commission to protect the interests of both the shipper and the carrier.

A PLEA FOR AMERICAN ART.

BY F. HOPKINSON SMITH, PAINTER AND AUTHOR.

In no other part of the world does there exist so little appreciation of the home product of its painters as in the United States.



F. HOPKINSON SMITH,
Popular writer and landscape artist.
Savony.

The art of England, France, Germany, Italy, Spain, and even of Japan, is not dependent for its support upon anything else than the loyalty and appreciation and pride their people take in their own native art. With us, except in rare instances—largely a matter of price and approval (quite a different matter from appreciation)—we ignore to a great extent the canvases of our best men, and fill our galleries and homes with the works of foreigners. Only when one dies and the output of that particular painter

is ended and the dealer corrals what is left, and, having thus cornered the market on that particular brush, doubles and quadruples the price, only then is their work appreciated. That the dealer, perhaps, had kept this particular canvas in cold storage for years, having paid but a few hundred dollars for it, in order to reap the many thousands later on, never seems to appeal to the buyer.

Why Our Hearts Go Out to Andy.

A SON of Scotland's banks and braes,
He came across the sea,
And soon the world began to hear
Of Andrew Carnegie.
But when in Pittsburgh's murky town
He made his golden pile,
And sailed away to take a rest
In Britain's bonny isle,
Did he forget this land of ours,
Where dollars grew so handy?
Ah, no! and that's the reason why
Our hearts go out to Andy.

THE locomotive engineers
Have cause to bless his name,
And colleges and libraries
Perpetuate his fame.
He speaks for universal peace
From mountain-top to wave,
And never fails to well reward
The gallant and the brave.
From frozen wastes of polar ice
To deserts hot and sandy,
He makes the world a better place—
Our hearts go out to Andy.

WHERE molten steel like water flows,
The flaming foundries write
The story of his charities
Upon the skies at night,
And poems in his praise will fill
The capital of coke,
Till Pittsburgh furls forevermore
Its bannerets of smoke.
All hail the laird of Skibo, then!
He may not be a dandy,
But he's a generous gentleman—
Our hearts go out to Andy.

MINNA IRVING.

REFORMS MUST BUILD UP, NOT TEAR DOWN.

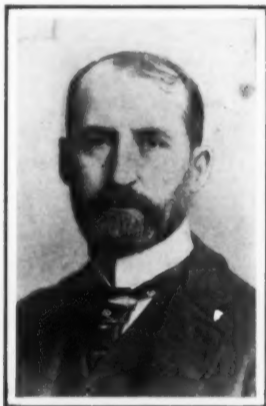
BY PRESIDENT ROOSEVELT.

We of this mighty Western republic have to grapple with the dangers that spring from popular self-government tried on a scale incomparably vaster than ever before in the history of mankind, and from an abounding material prosperity greater, also, than anything which the world has hitherto seen. In industrial matters our enormous prosperity has brought with it certain grave evils. It is our duty to try to cut out these evils without at the same time destroying our well-being itself. This is an era of combination alike in the world of capital and in the world of labor. Each kind of combination can do good, and yet each, however powerful, must be opposed when it does ill. At the moment the greatest problem before us is how to exercise such control over the business use of vast wealth, individual, but especially corporate, as will insure its not being used against the interest of the public, while yet permitting such ample legitimate profits as will encourage individual initiative. It is our business to put a stop to abuses and to prevent their recurrence, without showing a spirit of mere vindictiveness for what has been done in the past. The wrongdoer, the man who swindles and cheats, whether on a big scale or a little one, shall receive at our hands mercy as scant as if he committed crimes of violence or brutality. We are unalterably determined to prevent wrongdoing in the future; we have no intention of trying to wreak such an indiscriminate vengeance for wrongs done in the past as would confound the innocent with the guilty. Our purpose is to build up rather than to tear down. We show ourselves the truest friends of property when we make it evident that we will not tolerate the abuses of property. We are steadily bent on preserving the institution of private property; we combat every tendency toward reducing the people to economic servitude; and we care not whether the tendency is due to a sinister agitation directed against all property, or whether it is due to the actions of those members of the predatory classes whose anti-social power is immeasurably increased because of the very fact that they possess wealth.

THE SHAME OF THE COURTS OF NEW YORK.

BY JUSTICE GAYNOR, OF THE NEW YORK SUPREME COURT.

Some of our newspapers are frequently condemning the method of trying causes in the city of New York, as they call it. They do not seem to know that the higher judicial system is founded on the counties, not on the cities; that there are four counties within the limits of the city of New York, and that in three of them the trial of causes is entirely regular and normal—the same as in England, Massachusetts, or New Jersey, for instance. The counties of Kings, Queens, and Richmond know of no such thing as taking weeks to select a jury in any case, however notorious. It is a matter of hours, at the longest. And a case which takes weeks or months to try in the county of New York would be tried in any of them in a day or a few days. We had a recent case over in New York that took about three months. We have had many others there which were protracted in the same way during recent years. They have caused the administration of justice in New York to be viewed with astonishment and derision all over the country. But the evil is only local to the county of New York, and the bench and bar of the rest of the State repudiate it, and are not yet much infected by it. If a medical witness, for instance, is cross-examined for four days instead of for half an hour, and the time taken up day after day with harangues, bickerings, long arguments of elementary propositions, trifling adjournments, and so on, it is because the trial judge permits it when he is intrusted with ample power to limit cross-examinations and discussions, and conduct the trial with expedition.



JUSTICE WILLIAM J. GAYNOR,
Of the New York Supreme
Court.—Parasol.

Relieves Nervous Disorders.

HORSFORD'S ACID PHOSPHATE.

AN ideal nerve tonic in all forms of nervous diseases. Perfects digestion and restores the appetite.

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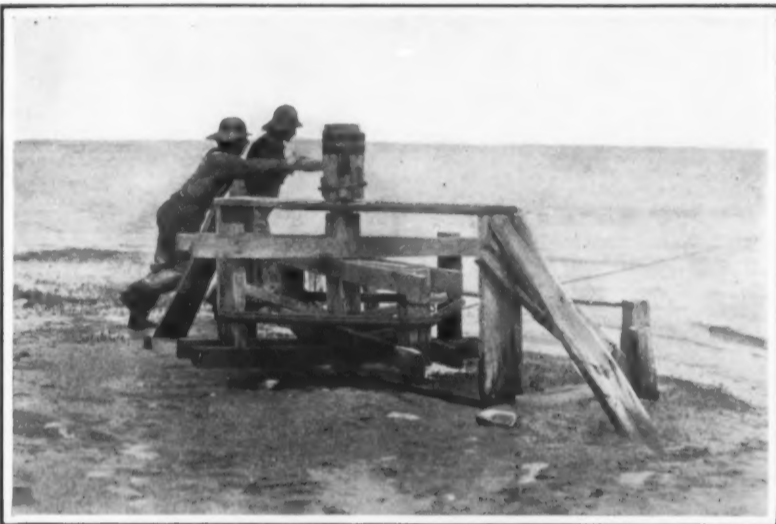
MILK is the chief article of food in the sick-room and hospital. Every physician and nurse should know the source of supply before ordering in any form. It is not enough to know that it comes as "country milk." Borden's Eagle Brand Condensed Milk, the original and leading brand since 1857. Integrity and experience behind every can.



GETTING THE DRAG-NET READY FOR THE START.



ON THE FISHING-GROUNDS, PREPARING TO CAST THE NET OVERBOARD.



IT IS TWO STRONG MEN'S WORK TO TURN THE WINDLASS THAT DRAGS THE NET TO SHORE.



"A LONG PULL, A STRONG PULL, AND A PULL ALL TOGETHER"
—THE LAST FEW YARDS BY HAND.



PART OF THE SPOILS—A TWENTY-POUND SEA-BASS
AND AN EEL.



REMOVING A SHAD ENTANGLED
IN THE MESHES.



SHAKING OUT THE SMALL-FRY AFTER THE BETTER PART
OF THE CATCH HAS BEEN REMOVED.



WASHING THE NETS AT THE CLOSE OF THE DAY'S WORK.



MENDING THE NETS AS THEY ARE STRETCHED ON POLES TO DRY.

NETTING THE TOOTHsome SHAD OF THE NORTH RIVER.
THE STURDY FISHERMEN OF THE PALISADES IN THE ACTIVE PURSUIT OF THEIR PICTURESQUE CALLING.
Photographs by H. D. Blauvelt.



ODD GATHERING AT A BANQUET DURING THE INAUGURATION OF A RAILWAY AT FANOVANA.



PECULIAR MALAGASY (NATIVE) FESTIVAL—DANCER AND MUSICIANS IN FOREGROUND.



A SEND-OFF TO NATIVE SOLDIERS DEPARTING FROM TAMATAVE TO FARAPANAGAN.



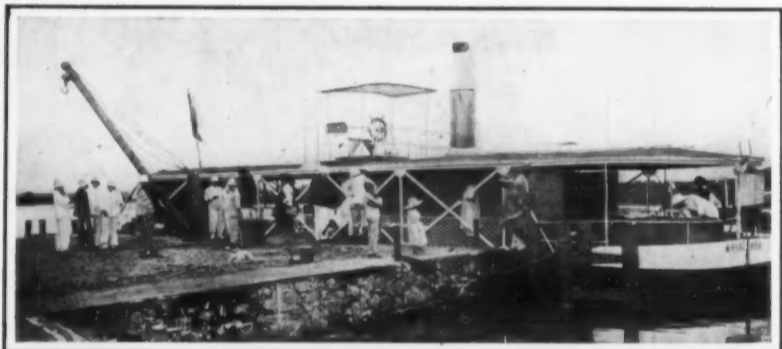
THE FREIGHTING SERVICE—NATIVES BEARING RAW HIDES TO MARKET AT TAMATAVE.



LOADING A CARGO ON A BOAT AT A TAMATAVE WHARF.



REGATTA AT TAMATAVE IN WHICH A VARIETY OF VESSELS TOOK PART.



STEAMBOAT AT HER PIER AT ANDEVORANTE ON THE INONDROO RIVER.



AN IMPORTED SPORT—JUST BEFORE A HORSE-RACE ON THE TAMATAVE COURSE.



PICTURESQUE ASSEMBLAGE AT THE TAMATAVE RAILWAY INAUGURATION.



NOT A CULPRIT RIDDEN ON A RAIL, BUT A NATIVE CHIEF TRAVELING IN THE USUAL FASHION.

FAR-AWAY MADAGASCAR'S CURIOUS LIFE AND QUAIN'T CUSTOMS.
 PICTURESQUE GATHERINGS AND SCENES IN FRANCE'S GREAT ISLAND DEPENDENCY OFF THE COAST OF AFRICA.
Photographs for Leslie's Weekly by a native camerist.



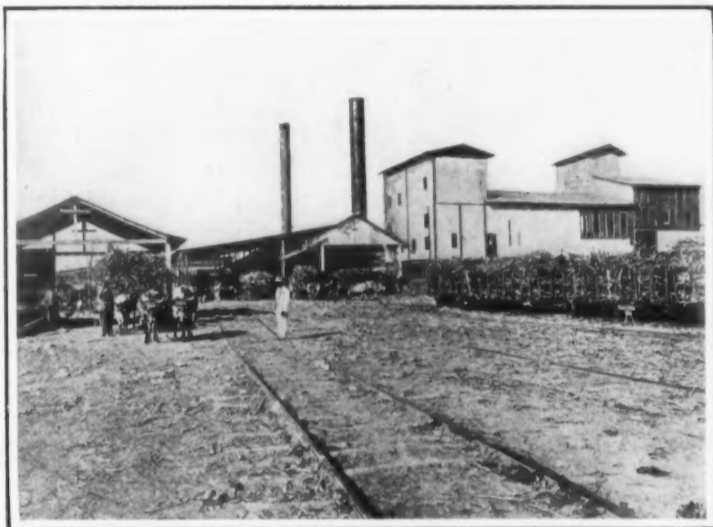
HIGH RAILROAD TRESTLE, THE CUNNERA BRIDGE, WITH THE COMMERCIAL CLUBS' SPECIAL TRAIN UPON IT.



LAZY NATIVES LOAFING AT LA MAYA--MAHOGANY TIMBER WAITING TO BE HANDLED.



SECTION OF AN EASTERN CUBA TOBACCO FIELD.



SUGAR-MILL IN EASTERN CUBA, WITH CAR-LOADS OF CANE AT RIGHT.



GIGANTIC SUGAR-CANE IN THE GUANTAMO VALLEY.



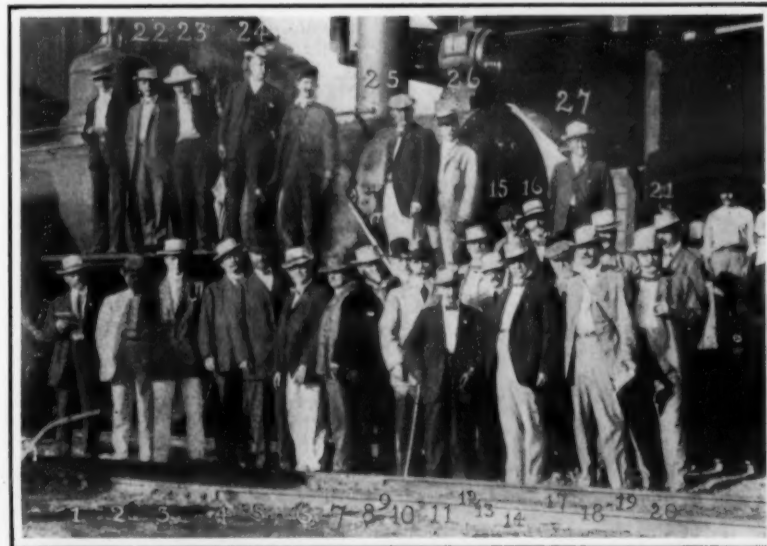
TYPICAL LUMBER CAMP IN EASTERN CUBA--PREPARING MAHOGANY FOR SHIPMENT.



USUAL METHOD OF DRYING COCOA ON A PLANTATION IN CUBA.



SAWING UP BIG MAHOGANY LOGS INTO BOARDS BY THE TEDIOUS AND DILATORY HAND PROCESS.



AMERICAN BUSINESS MEN SEE CUBA--REPRESENTATIVES OF LEADING COMMERCIAL CLUBS WHO TOURED THE ISLAND.--[KEY OF PICTURE BELOW.]*

INDUSTRIAL DEVELOPMENT OF EASTERN CUBA.

RESOURCES OF FOREST AND SOIL IN THE UTILIZATION OF WHICH MANY AMERICANS OF MEANS ARE INTERESTED.

Photographs by Mrs. C. R. Miller. See page 492.

* From St. Louis: Hanford Crawford, 1; ex-Governor D. R. Francis, 4; Walker Hill, 7; Dan C. Nugent, 11; Himer P. Knapp, 13; Walter H. Stevens, 17; Collins Thompson, secretary to the party, 23; R. McK. Jones, 24; L. D. Dozier, 25. From Cincinnati: D. B. Meacham, 2; Frederick A. Geier, 6; Thomas P. Egan, 8; Harry Robinson, 9; John Omwake, 12; Lawrence Maxwell Jr., 15; H. C. Yeiser, 18; Charles W. Durrell, 20; William Lodge, 21; James A. Green, 23. From Chicago: William E. Clow, 3; Martin A. Ryerson, 10; Charles L. Hutchinson, 14; Walter H. Wilson, 16; Joy Morton, 19; Edward F. Swift, 27. From Boston: Harry W. Cumner, 22. General manager A. V. Sims, of Cuba Eastern Railroad, 5.

American Enterprise Developing Eastern Cuba

By Mrs. C. R. Miller

THE development of inland transportation facilities in Cuba has been slow. Not more than a dozen years ago communication between the inland places and the seacoast ports was nearly as crude and as inconvenient as it was in the States two centuries ago. An exception to this was the vicinity around Havana, from which a railroad ran to a few cities within a radius of a hundred miles. Since the Spanish-American War this railroad has been extended to Santiago—a project that was carried through by English capital and enterprise.

Although the business man of other nationalities may have preceded the American in certain lines of industries, yet it remained for Yankee thrift and foresight to get away from the beaten highways of trade and to discover and develop the valuable lands of southeastern Cuba. His keen instinct soon scented the rich land that lies around the valley of Guantanamo, and his bold enterprise immediately took concrete form in railroads and other facilities to open up the country to the rest of the world. When he went there a few years ago there was a railroad several miles long running from Santiago back into the mountains. Sugar-cane was the product of that region, and it was marketed under the most costly conditions. The possibilities of wealth as the result of the proper development of this part of Cuba soon became apparent to the shrewd American, and capital was forthcoming for that purpose, so the Cuba Eastern Railroad was built. This railroad, with the extensions that will be made from time to time, will be the main artery of trade in what are destined to be among the richest sugar-cane fields in the world. It hugs along the inland sides of the mountain range that skirts the coast where the soil is most productive, within easy reach of the thousands of acres of cane which will soon be under cultivation there, and near to the forests of cedar and mahogany, the value of which is beyond calculation.

The road was built under difficulties, as the kind of labor required in railroad construction is scarce in Cuba, from the fact that the native will not undertake work of this class; so "gallegos," from Spain, were employed. Contracts were not let to one man, but to gangs, who were paid by the number of cubic yards excavated, dividing the money among themselves. There is no such thing as organized labor in that part of the island, and strikes are unknown. Another drawback in the construction was the rainy season, when frequent "squash-outs" occurred. These differ from the usual washout in that the earth and track sink and spread out. This was overcome by refilling and packing, and in several places along the road there are three sets of tracks, one on top of the other, for several yards.

It required eighteen months to construct the rail-

road from Boqueron, on Guantanamo Bay, to San Luis, a distance of fifty miles. There were many high fills and excavations. Wooden bridges, from four to eleven hundred feet in length and from eighty to one hundred feet high, were constructed of a peculiar variety of Cuban hard wood, into which it is almost impossible to drive a nail. This wood is known as *cameguran*. Its durability may be judged from the fact that a road bridge near Santiago, in use for forty years, was taken down, and the material was found so slightly deteriorated that it was used in building a wharf in that city.

A trip over this railroad to an American would be enjoyable at any time, but I made it under circumstances of peculiar interest—on a special train, the first one ever run over the new extension, and in the company of twenty-seven representative American business men, members of the commercial clubs of St. Louis, Chicago, Boston, and Cincinnati. These gentlemen were making a tour of the West Indies, looking over different points where American money has been invested. As many of the sugar plantations in this section are owned by Americans, and as the valley about Guantanamo turns out annually \$4,000,000 worth of sugar, it seemed most fitting that such representative Americans as Edward F. Swift, David R. Francis, and Louis D. Dozier should be among the first to ride over this new American enterprise. As the road is being built from each end and is not quite completed, we were obliged to get off the train at La Maya and drive about two miles across the country, where the train awaited us for the maiden trip over the new northeastern branch of the road. The drive over the country had little to recommend it except scenery, which could not be enjoyed, as, owing to the condition of the road, one constantly expected the vehicle to upset. Many of the gentlemen rode on horseback, and Mr. James Green's charge on a Cuban horse down that road needs the genius of a Cervantes to make him as famous as Don Quixote.

The cars in which we were to travel had been sent down from the States complete, and are furnished with the comfortable rattan seats so welcome and clean in a warm climate. We were soon on our way to Guantanamo, that busy little city which is growing so rapidly. We ran through land the fertility of which amazed us, past queer *bohios* (huts)—some in course of building by natives—and through large lumber camps, where the oxen were dragging the big mahogany logs to the cars on which they were to be loaded. Workmen were sawing out boards by hand, and everywhere there was a plethora of valuable wood. Both mahogany and cedar grow in profusion in this section of Cuba, and in many places the ties used on the railroad are mahogany. The trees are cut

and trimmed and sent to the valley by sliding them down the hillside to the camp through a space which has been previously cleared. Accidents sometimes occur, as the huge logs do not always slide straight, and if an ox should accidentally get in the path the men feast on fresh meat for several days. Three million feet, the first order, were being prepared for shipment. All the mahogany from this section will be sent to the States, as the London markets have proved unsatisfactory through unreasonable inspection regulations.

The crowd on the train were all in a jolly mood, and repartee was keen and frequent. These staid business men were like boys out for a holiday. On arriving at Guantanamo we were driven about the city. Everywhere there was evidence of business activity and progress, and so many buildings were in course of construction that I asked the cost of building material, and was surprised to learn that it was so high. Bricks were selling at twenty-five dollars per thousand, and sand was worth four dollars per cubic yard. Lime brought one dollar per barrel, rough American pine lumber is forty dollars per thousand, while smooth flooring brings sixty dollars. With American energy and mechanism prices will doubtless become lower, although even with these rates the little city has increased in population sixty per cent. during the last two years.

After the drive I was the guest of Mr. A. V. Sims and his wife, a charming Virginia woman. Mr. Sims is at present the general manager of the road, and the man who had charge of its construction. His home overlooks the sugar valley, and that night, while my fellow-passengers were making brilliant addresses on America's commercial greatness at a banquet given in their honor at one of the hotels, I sat with Mrs. Sims on the veranda and watched the cane-field fires. Burning the leaves from cane makes cutting easier and does not injure the cane if it is gathered within twenty-four hours. Miles of gigantic sugar-cane spread out before us, and in half a dozen places the blazing fires presented a scene of rare and striking beauty.

Early the next morning, just before the party started for Havana, I stood in the doorway of this delightful home beside ex-Governor Francis. We looked over the waving cane-fields, where, in railroads and plantations, from eight to ten millions of American money was invested; we saw the smoke from the chimneys of the big sugar mills as it floated through the air, and even the almost nauseating sweetness of the sugar in process of manufacture filled our nostrils.

"How in the world," said Mr. Francis, "did Sir William van Horne overlook this rich and wonderful valley when he built his Cuban railroad?"

A Curious Relic of Andrew Jackson.

THE death some time ago in Sumter, S. C., of Colonel James D. Blanding, one of the few survivors of the Palmetto Regiment, from that State, which so signally distinguished itself in the war with Mexico, called attention to the following interesting clause in the will of General Andrew Jackson:

The large silver vase presented to me by the ladies of Charleston, South Carolina, my native State, with the large picture representing the unfurling of the American banner, presented to me by citizens of South Carolina when it was refused to be accepted by the United States Senate, I leave in trust to my son, Andrew Jackson, Jr., with directions that should our happy country not be blessed with peace, an event not always to be expected, he will at the close of the war or end of the conflict, present each of said articles of inestimable value to that patriot residing in the city or State from which they were presented, who shall be adjudged by his countrymen or the ladies to have been the most valiant in defense of his country and our common rights.

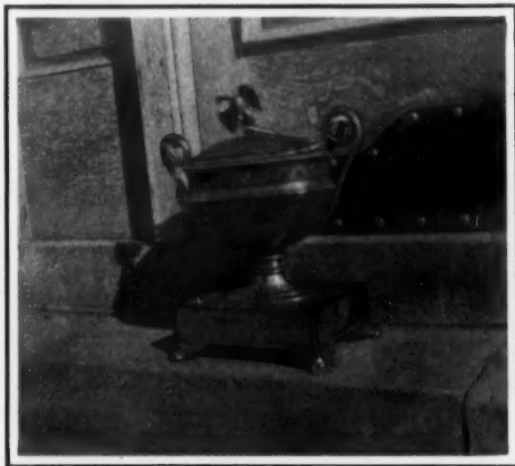
The vase referred to is a large silver urn, oval in shape, mounted upon a base about four inches in height, at each corner of which originally was an eagle. These eagles are not now on the vase, having probably been stolen by some curiosity-seeking vandal. The inscriptions are as follows: Front: "Presented by the ladies of South Carolina to Major-General Andrew Jackson." Base: "Fletcher and Gardiner *fecerunt* Philadelphia 8th January, 1815." On the base of the vase is the seal of South Carolina and the words, "Presented by General Andrew Jackson to Mr. B. Stanley, president of the Palmetto Association for the last survivor." This last inscription was engraved on the vase after Jackson's death.

The urn was delivered to the State of South Carolina, to be given to her bravest soldier in the next war after General Jackson's death, which happened to be the Mexican War. Such valiant service in this conflict was performed by the Palmetto Regiment under the command of General Pierce M. Butler, former Governor of South Carolina, that it was decided the Jackson bequest should go to that regiment. In a company composed of men of such undaunted courage, it was impossible to select the bravest soldier, as directed by General Jackson's will. Therefore, it was deemed proper to bequeath the vase to the last survivor of the regiment. To the care of Colonel James D. Blanding it was intrusted for safe keeping. He in turn placed it in the office of the Secretary of State in the capitol at Columbia, S. C., where it now is.

Considerable uncertainty exists concerning the number of survivors of the Palmetto Regiment at this writing. The last list available was published by Mr. John P. Cantwell, of Wilmington, N. C., in 1898. At that time there were seventy-three survivors. Since then death has claimed over half that number, and soon, to the last survivor of that gallant regiment which stormed the heights of Churubusco, will be given this priceless relic.

The picture referred to in Jackson's will was lost or destroyed at the time of Sherman's memorable journey through South Carolina in 1865. The above-quoted clause, bequeathing the vase, shows that Jackson always regarded himself as a native of the Palmetto State. The location of Jackson's birthplace has been disputed by many of his biographers. At the time of his birth, in 1767, the exact boundary line between the two colonial Carolinas was debatable, or, rather, it had never been scientifically decided. But the little log cabin in which "Old Hickory" first saw the light was located within the unquestioned jurisdiction of the colony of South Carolina, and Jackson was right when he referred to her as his native State.

SARAH KENNEDY WINKLER.



HISTORIC SILVER VASE BEQUEATHED BY ANDREW JACKSON AS A REWARD FOR BRAVERY.—Columbia Photographic Studio.

Eminent English Lecturer at Harvard.

THE charm of an interesting and magnetic personality is not associated with the popular conception of the profound scholar; yet the value of the scholar is largely conditioned by the splendid vitality which is one of the elements of personal originality and winsomeness. Eminently forceful, original, and stimulating is the celebrated scholar, critic, poet, and dramatist, Professor Gilbert Murray, who has come from England to fill the Lane lectureship at Harvard University this year. He is esteemed the most sympathetic of all English interpreters of Euripides, of whose works he has published two volumes of a critical edition containing fourteen plays, besides issuing really poetical translations of the "Bacchae," "Hippolytus," "Medea," "Trojan Women," and "Electra." In his "History of Ancient Greek Literature," published in 1897, he has given the most lifelike presentation of the Greek authors which we have. Besides these books and frequent articles in periodicals on Greek subjects, he is the author of a drama entitled "Carlyon Sahib," and collaborated in writing "Liberalism and Empire." He is a native of Australia.

Fit the Grocer

WIFE MADE THE SUGGESTION.

A GROCER has excellent opportunity to know the effects of special foods on his customers. A Cleveland grocer has a long list of customers that have been helped in health by leaving off coffee and using Postum Food Coffee.

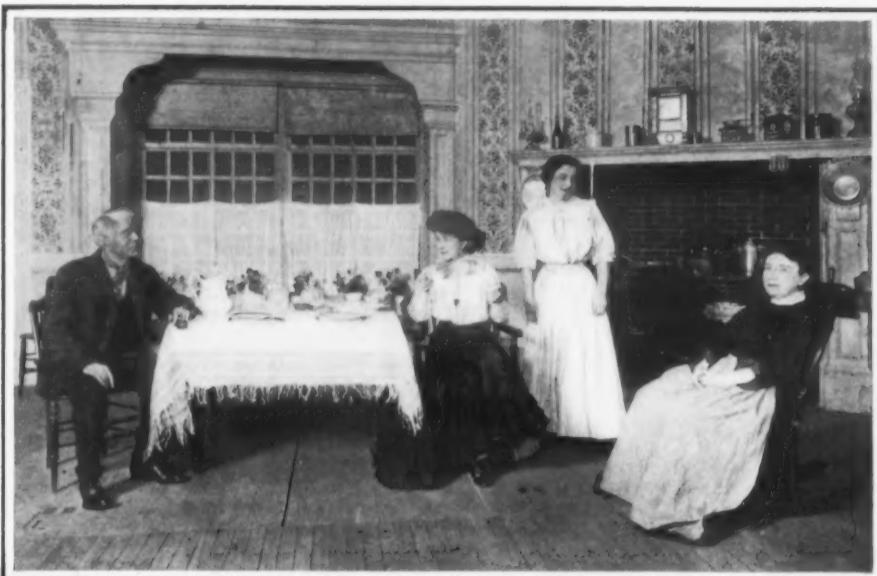
He says, regarding his own experience: "Two years ago I had been drinking coffee, and must say that I was almost wrecked in my nerves."

"Particularly in the morning I was so irritable and upset that I could hardly wait until the coffee was served, and then I had no appetite for breakfast and did not feel like attending to my store duties."

"One day my wife suggested that inasmuch as I was selling so much Postum there must be some merit in it, and suggested that we try it. I took home a package and she prepared it according to directions. The result was a very happy one. My nervousness gradually disappeared, and to-day I am all right. I would advise everyone affected in any way with nervousness or stomach troubles, to leave off coffee and use Postum Food Coffee." "There's a reason." Read "The Road to Wellville," in packages.



ELEANOR ROBSON, IN HER SUCCESSFUL PART, "MERELY MARY ANN," LATELY AT THE LIBERTY.—*Sarony.*



"THE CHORUS GIRL" (ROSE STAHL, AT THE HACKETT THEATRE) IN THE BOSOM OF HER FAMILY.—*White.*



LOUISE GUNNING, THE POPULAR SOPRANO IN "THE WHITE HEN," AT THE CASINO.—*White.*



TRIXIE FRIGANZA, WHO HAS A PROMINENT SOUBRETTE PART IN "THE ORCHID," AT THE HERALD SQUARE THEATRE.—*Otto Sarony Company.*



A FAVORITE ACTRESS AND HER PET—MINNIE DUPREE (IN "THE ROAD TO YESTERDAY," AT THE LYRIC THEATRE) AND HER SETTER "SPORT."—*Schloss.*



DUDLEY HAWLEY, OF THE HARLEM OPERA HOUSE STOCK COMPANY.
Issoff & Redfield.



BEATRICE MCKENZIE, ON THE PERCY WILLIAMS VAUDEVILLE CIRCUIT.
Ames.



EDNA MAY SPOONER, APPEARING IN EMOTIONAL REPERTORY AT THE FIFTH AVENUE THEATRE.
Otto Sarony Company.



MARY RYAN, LEADING WOMAN IN "BREWSTER'S MILLIONS," WHICH STILL CROWDS THE HUDSON THEATRE.
Marceau.



VERANDA SCENE IN "THE ROSE OF THE RANCHO," AT THE BELASCO THEATRE.—*Byron.*



MME. ODA, LEADING DANISH ACTRESS, PLAYING IN "LITTLE EYOLF," AT THE CARNEGIE LYCEUM.
Otto Sarony Company.

PLAYS AND ACTORS OF THE NEW YORK SEASON'S END.
SOME CLEVER ARTISTS WHO ARE STILL AMUSING LARGE AUDIENCES IN THE GREAT METROPOLIS.

The Wondrous Transformation of Ocean Travel

By Harriet Quimby

AMERICANS are rightfully called the greatest travelers in the world. They all seem imbued with the spirit of Columbus, and when we think of that venturer across strange waters in search of he knew not what, we can scarcely associate him with any other country as a native than ours. It is a noticeable fact that in every resort of prominence in England and on the continent there are to be seen among the tourists during the season at least two Americans to every one representative of any other country, and in the African cities Americans are even more in predominance over travelers of other nationalities. Last year the statistics showed that between the first of January and the twentieth of June 64,593 first-cabin and 54,133 second-cabin passengers sailed from North Atlantic ports, the numbers showing an increase of 2,889 first-cabin and 5,800 second-cabin over the record of the previous year. This season the above number must be considerably greater, for several new liners have been added to the various fleets, and each one is well filled, and American faces—and one can distinguish them at once—are as familiar on the boulevards of Paris, the Promenade des Anglais of Nice, and the Ghizeh drive of Cairo as they are in Fifth Avenue.

Why do Americans cross the ocean? Surely not for their health, for it seems that they are all robust enough to enter heartily into all the amusements that may be offered. They apparently do not travel for business purposes, at least not all of them. Judging from the general attitude of porters and dragomans, Americans travel for pleasure and for the purpose of dispensing their accumulation of dollars, which they do most generously, to the evident satisfaction and subsequent prosperity of foreign hotel managers. This year, in upper Egypt, almost on the border of Nubia, it was interesting to note that in the visitors' book of February and March were names from Stockton, Cal.; Dallas, Tex.; Santa Barbara; Albany, and many small Western and middle Western towns, to say nothing of New York and Philadelphia, which two cities led in the number of representatives. One would naturally be inclined to look for Pittsburgh as among the American cities represented, in place of Philadelphia, but the latter city stood second to New York, and San Francisco came third; the remaining names in number sufficient to mention were registered as from Washington, D. C. It is undoubtedly due to this American spirit of wandering, which prompts the man of means to take an ocean voyage with clock-like regularity each year, that the finest ocean liners in the world are traversing the Atlantic. Where only a few years ago, when our country was comparatively an infant in swaddling clothes, too young to journey forth, the traveler was forced to be content with a stuffy cabin and a coffin-like berth in which to sleep, he now has the delightful privilege of conveying his luggage from his five- or six-room hotel suite to an equally luxurious five- or six-room suite on board ship, which differs from a modern hotel only in that it is surrounded by green waves and bracing salt air in place of green lawns and palm-trees.

The waters between New York and Plymouth seem filled with floating hotels, and each year the more important companies announce that a larger and even finer ship is in course of construction to add to their already large fleet. The Hamburg-American line seems to hold the palm, for it not only boasts the largest and most luxuriously appointed liner afloat, but one now under way in Hamburg which, when finished, will include, among the seemingly impossible things, a tennis court, where the athletically inclined may forsake the camel-riding and other novelties of the ocean gymnasium to indulge in their favorite land recreation. Were the English to cross the ocean in such numbers, and as regularly, as the Americans, there is no doubt that the German ship-builders would find some means of providing them with an ocean golf links, shooting preserve, or polo grounds; but as yet the Americans have not taken so violently to these pastimes as to warrant such an addition, and the English traveler to American shores is in a minority.

Ocean travel has undergone a wonderful transformation during the past decade. To have nine decks on which to flit up and down or to take the electric lift, as one may choose, and to command the luxury of a private bath, including plunge, shower, electric, and even colored rays, to have an electric heater and a food-warmer in your cabin, and to have afternoon tea prepared and served by one's personal attendant in a private drawing-room hung with one's most becoming color, with telephones and electric-bells at every hand, is the privilege of my lady luxurious who embarks on the *Kaiserin Auguste Victoria* or the huge eight-decked *Amerika*. The latter appeals to travelers subject to seasickness, for it requires an enormous wave to move it from its course, and even in a storm which tosses other ships like so many corks, the *Amerika* remains comparatively steady. It may be its good old solid name and the names of its decks which hold it down in a storm, for the most popular promenade deck is called the "Roosevelt," while another is the "Cleveland," and for patriots of all parties and platforms there is the "Washington" deck. To enumerate some other comforts of a modern ocean liner which, to say the least, are not to be ignored by the feminine traveler, there are wardrobes of cedar and full-length mirrors not only in the cabins *de luxe*, but for ordinary first-cabin

passengers, who also enjoy all the conveniences of telephones and electric contrivances as do the passengers occupying suites.

The size of the modern caravansaries of the ocean may be better realized when one considers that there are four separate kitchens with separate forces of cooks and general equipments, to say nothing of the numberless compartments for the storage of meats, game, vegetables, cheeses, and the wine cellars. Through these various departments on the *Amerika* the captain himself makes a tour of inspection every morning to satisfy his mind that sanitary conditions are perfect and everything shipshape. It may interest the housewife to know that the various supplies for the liners are bought in various places. The best beef, so said the chief purchasing steward, comes from New York; the best oysters from Baltimore; mutton from England; no chicken can compare in delicacy of flavor with the chickens of France; cheese comes from France, and also the majority of the vegetables, especially the small carrots of brilliant yellow, and also some of the salads, like the delicious salad *maché*, a small green leaf grown only in France, and the dandelion, which is at its best in European countries. The fruits, are all bought in New York.

Since the *Amerika* was launched last year it has been possible for passengers to enjoy their meals *à la carte* in the Carlton-Ritz café, which is situated on the upper promenade deck. As a testimony to its popularity, more than half of the passengers embarking this season have been its constant patrons, and especially for bad sailors is it a good plan to dine according to choice of hour and viands instead of at the regular *table d'hôte* in the general dining-saloon; for, although excellent in itself, and preferred by the traveler not disturbed by the motion of the sea, it is not so appealing to timid appetites. The café, with its special linen, silver, china, and attendants from the Carlton-Ritz, of London, and its gypsy band, gives quite the impression of dining on *terra firma*.

Since social life has become such a feature of the six- and seven-day ocean crossings, the café system has been adopted as a means of entertaining, and dinner parties on steamships, especially farewell dinners—the latest innovation of society—are frequently given. The traveler who has crossed before rarely cares to miss the captain's dinner, in the general dining-saloon, for it is not only a feature worth attending, with its darkened room—for the lights are lowered just before the dessert is served, in order to accentuate the novelty of the procession of illuminated ices held aloft by the waiters, who march and counter-march down the aisles, followed by the Mardi-gras spectacle of grotesquely-attired attendants—but the favors allotted to each guest at table are always pleasing souvenirs of the voyage. Silver chatelaine note-books and pencils, a collection of postal cards, and fascinating crackers, containing little pins, etc., were the favors during the last voyage of the writer on the *Amerika*.

During the ocean steamers' voyages across the Atlantic this season bridge has seemed to hold sway in preference to other amusements, and after dinner the drawing-room on a big liner resembles a charity euchre at the Waldorf. Eating seems to be a sort of continuous performance. The late riser no more than gets comfortably settled in the steamer-chair than the deck steward comes along with an appetizing cup of bouillon and an array of dainty sandwiches of thin brown and white bread and Westphalian ham or cheese. Before one can realize it, it is time for luncheon, and the hours soon flit away and afternoon tea or coffee holds social sway on deck until the daily paper, with its wireless messages telling about the important happenings on land, makes its appearance, and soon it is time to dress for dinner.

There are many writers who advise prospective ocean voyagers as to the wardrobe for use on ship-board. There is such an article before me as I write, and its recommendations are as follows: "A warm woolen dress—an old one is quite good enough—stout shoes and warm stockings, a sweater of white, with a

collar which rolls up well around the throat, and a Tam O'Shanter or a cap, for the promenade deck during the day, and a couple of light blouses with fancy collars to freshen up for the dinner, are all that one may need. More would be an incumbrance." The writer also enumerates rugs, wraps, etc., which are well and good, but the worthy person who penned this article of comparatively recent date, which was published in a prominent daily paper, must have crossed on a whaler instead of a Hamburg liner, and have made her observations of dress from the passengers thereon. Certainly nothing more is necessary if one wishes merely to be covered and to be protected from the cold; but unless one wishes either to take all meals in private or appear like an Apache Indian at a cotillion, it would be well to make further inquiry in regard to dress necessary to the modern traveler who would not be conspicuous. One will see in the dining-room of a modern liner quite as many good gowns, with real lace, chiffon, and jewels, as may be seen, with like number of guests, in any fashionable hotel, and one would scarcely think of wandering into the Holland House or Sherry's arrayed in a white sweater or even a blouse, however becoming and warm it might be.

The hair-dresser and the manicure are the two most popular persons on board an ocean steamer to an up-to-date woman traveler, and her hair is as carefully marcelled for dinner on board ship as it is at home for a formal dinner. Of course the dress may be modified and still be in harmony with the picture, but it is absolutely necessary, unless one would be more or less conspicuous, to have some evening gowns included in the wardrobe for the crossing. The florist is another feature of modern ocean traveling, and he does not seem to lose money on his stock of orchids and carnations and violets, for corsages of these blossoms may be seen any morning on the promenade decks. In place of the Tam O'Shanter or cap, which is advised in the article referred to, the traveler should provide herself with a becoming hat of non-perishable material, and with it she will wear a veil of thin gauzy stuff of becoming color and of sufficient length to float out on the breeze as she promenades. It is the fashion to be picturesque, and no place offers a better opportunity for it than the deck of an ocean liner. Truly the salt air crumples chiffon—nevertheless, veils of this material are worn almost invariably.

The prospective traveler would do well to include, in addition to the regulation rug, warm wraps, etc., at least one pretty evening gown, a house skirt with several dressy waists for wear indoors on stormy days, a natty jacket-and-skirt suit for promenade, a becoming hat for the steamer alone, and two chiffon veils, each two and a half or three yards in length, and gloves—not mittens. During winter trips furs will be appreciated. With the exception of the veils, the clothes worn during the ordinary trip will be none the worse for the voyage, as the decks are as dry and clean as a house floor, and one is quite safe in wearing the same attire, as regards perishability, as one would wear at the seashore. This advice applies, of course, to the large liners, where the spray seldom reaches the decks except during storms, in which case the majority of passengers are in the saloons; and even in winter, storms of such severity that the decks are washed by the waves are not often encountered.

A Large Oil Carrier's Long Trip.

SOME TIME ago the Standard Oil tank-barge No. 91, one of the largest oil-carrying vessels, was loaded with oil in Brooklyn, N. Y., and was towed around Cape Horn to San Francisco by the oil-tank steamer *Maverick*, of the Standard fleet. The voyage of 13,000 miles occupied about seventy-five days. The barge was built for carrying bulk oil, her capacity being 1,000,000 gallons. She had been used in the Texas service, carrying crude oil from Port Arthur to New York. On this latest trip her cargo consisted of barreled oil, wax, etc., stowed in the tanks. She also carried 350,000 gallons of fuel oil for her own use and for the use of the *Maverick*. A six-inch steel wire hawser, 1,800 feet long, was used in towing the barge. Barge No. 91 is built of steel; her dimensions are 246 feet over all, 32 feet beam when fully loaded, and she draws 22 feet of water. Her crew numbered ten, and she was commanded by Captain Ericsson. This was the second venture of towing barges from New York to San Francisco. A year or so ago the same company sent away a barge loaded with naphtha, the trip taking seventy-two days.

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FOR TORTURING, DISFIGURING HUMORS OF THE SKIN, SCALP, AND BLOOD

Consists of warm baths with Cuticura Soap to cleanse the skin, gentle applications of Cuticura Ointment to heal the skin, and mild doses of Cuticura Resolvent Pills to cool and cleanse the blood, and put every function in a state of healthy activity. A single treatment is often sufficient to afford instant relief, permit rest and sleep, and point to a speedy cure of eczemas, rashes, irritations, and inflammations of the skin and scalp, from infancy to age. Guaranteed absolutely pure under United States Food and Drugs Act.



ONE OF THE WORLD'S LARGEST OIL-CARRYING VESSELS—STANDARD OIL COMPANY'S BARGE "NO. 91" LOADING AT BROOKLYN WITH 1,000,000 GALLONS OF OIL FOR SAN FRANCISCO.—C. W. Hadley.



SMOKING-ROOM - NOTE THE TILED FIREPLACE AND CHIMNEY-PIECE.



ONE MAY ENJOY "HORSEBACK" EXERCISE AT SEA IN THIS ELABORATELY FITTED GYMNASIUM.



DINNERS A LA CARTE AND IN COMPARATIVE PRIVACY ARE SERVED ON GREAT STEAMSHIPS.



HANDSOMELY CARVED STAIRCASE LEADING TO THE SMOKING-ROOM.



THE LAST WORD IN STEAMSHIP LUXURY—A FLORAL BOWER AT SEA.

THE LUXURIOUS TRANSFORMATION OF MODERN OCEAN TRAVEL.

TRANSATLANTIC LINER IS NOW A FLOATING HOTEL OF THE FIRST CLASS.

From photographs taken for Leslie's Weekly on the "Kaiserin Auguste Victoria."
See opposite page.

An Industrial Achievement Reviewed

An Epoch-making Book in the Commercial World

By Charles Elley Hall, General Staff Correspondent

A UNIQUE publication, under the title of "An Industrial Achievement," has just issued from The Bartlett-Orr Press, of New York City. It is an eighty-eight-page quarto volume of great beauty, elaborately illustrated with duotone pictures, and in itself an achievement both from the bookmaker's viewpoint and on account of the forceful story. It relates how, by what steps and along what avenues an enterprise, within a part of the life of one man, has grown from the tentative operations conducted in one room on an upper floor of a building in Boston to a great industrial system, owning and operating numerous plants of international importance in five different States of the Union.

Much of the success of this enterprise is directly traceable to the policy of the founder in the liberal and persistent use of newspaper and regular periodical advertising. During the last decade this house has probably used more newspaper space than any other concern throughout the civilized world.

For the man of affairs such a story has more fascination and inestimably greater value than a romance. Indeed, it has all the characteristics of a masterpiece of literary fiction, for no more in this than in other instances were difficulties escaped or dangers avoided. All the vicissitudes of business through periods of prosperity and oppression go to make up the history of this great concern, and that it passed them without disaster, building from season to season, and holding in years of stagnation and paralysis what it gained in times of expansion and growth, shows that it was throughout controlled by master minds, and that its policy was one which accurately forecast the future by decades rather than by years, and that its success is really the result of intelligent preparation.

For one planning a career and looking forward hopefully to the future, such a history is a stimulus and an inspiration. American industries show very few examples of this kind, nor is it an ordinary happening that the man who planned the beginnings of a business remains at the head of it when for years it has held the first place in its class.

To the man who works and loves his work no imaginative story is so full of vital interest as the great romance of business. No tale of adventure is so absorbing as the history of the struggle, hardship, and final triumph on the great battle-fields of trade and manufacture.

Those who know what it means to fight the battles of life derive a keen pleasure from investigating the origin and growth and success of great business establishments.

Manufacturing is the most interesting of all forms of business, particularly when the finished product is of a complicated or delicately adjusted character. We all know the years of toil and thought and experiment it takes to reach anything like perfection in the manufacture of a newly-invented commodity, and as we see the result of those years of toil and study many questions spring naturally to the lips.

It is in some degree to answer such questions with reference to the plants of the Pope Manufacturing Company that this book is published. It is intended as a milestone to mark the completion of an important stage in development, and it is also a record of the achievements of the company, a description of its personnel, the places in which its work is done, the manner in which it is done, the materials and methods used, and the character of the results obtained.

It is believed that the book will be interesting to many who know what the word Pope stands for in connection with automobiles and bicycles, and would like to know the underlying causes.

The first chapter of the work is devoted to "Growth and Development." It outlines the history of the company from its organization (1876) to the present time. Though but \$3,000 in cash (a soldier's savings) was

put in as working capital, the start was a vigorous one, and in one room, up three flights of stairs, the business received its first real impetus.

Every obstruction along the way was met and overcome in a broad and liberal spirit, so that general trade conditions were bettered by each victory won. This was particularly emphasized in the wise handling of patent matters, and in licensing to manufacture all legitimate concerns, not even excluding old rivals. It was shown, also, in the strenuous lead taken in all reforms and educational campaigns. The policy from the outset was to broaden the market and increase the demand for goods, and then bid in the open for the proper share of the trade.

The good-roads problem was, to Colonel Pope's

The company, as organized to-day, is a corporation with a capital of \$22,500,000, operating in its own name the famous plant at Hartford, Conn., a factory at Westfield, Mass., and one at Hagerstown, Md. It also owns all the stock of, finances and supervises, the Pope Motor Car Company, a subsidiary organization, which operates two factories, one at Toledo, O., and the other at Indianapolis, Ind. The same plan also applies to the operation of the Columbia Steel Company at Elyria, O., a separate organization, all of whose securities are held by the parent company.

Through the devotion to one idea and through untiring efforts to bring that idea to perfection, and through consistently following sound business principles, this concern, which at the start had scarcely any

resources save the energy of one man, came to be the largest industrial concern of its class in the United States and in the world. From Toledo it puts out the noted mile-a-minute Pope-Toledo gasoline cars—high-powered machines, high-priced products. From Hartford are sent out the well-known Pope-Hartford gasoline touring cars that have won the leading place among moderate-priced American machines, and at Indianapolis are built the Pope-Waverley Electrics in many different models for both pleasure and commercial use. In addition to all this, the company puts out from Hagerstown and Westfield many thousands of bicycles annually.

Does not the mere enumeration of the different kinds of articles made carry with it the inference that they are made right, and that that necessitates a stable organization built along well-defined lines, safeguarded by years of experiment and experience, and imbued with an *esprit de corps* unsurpassed in military, governmental, or civil life?

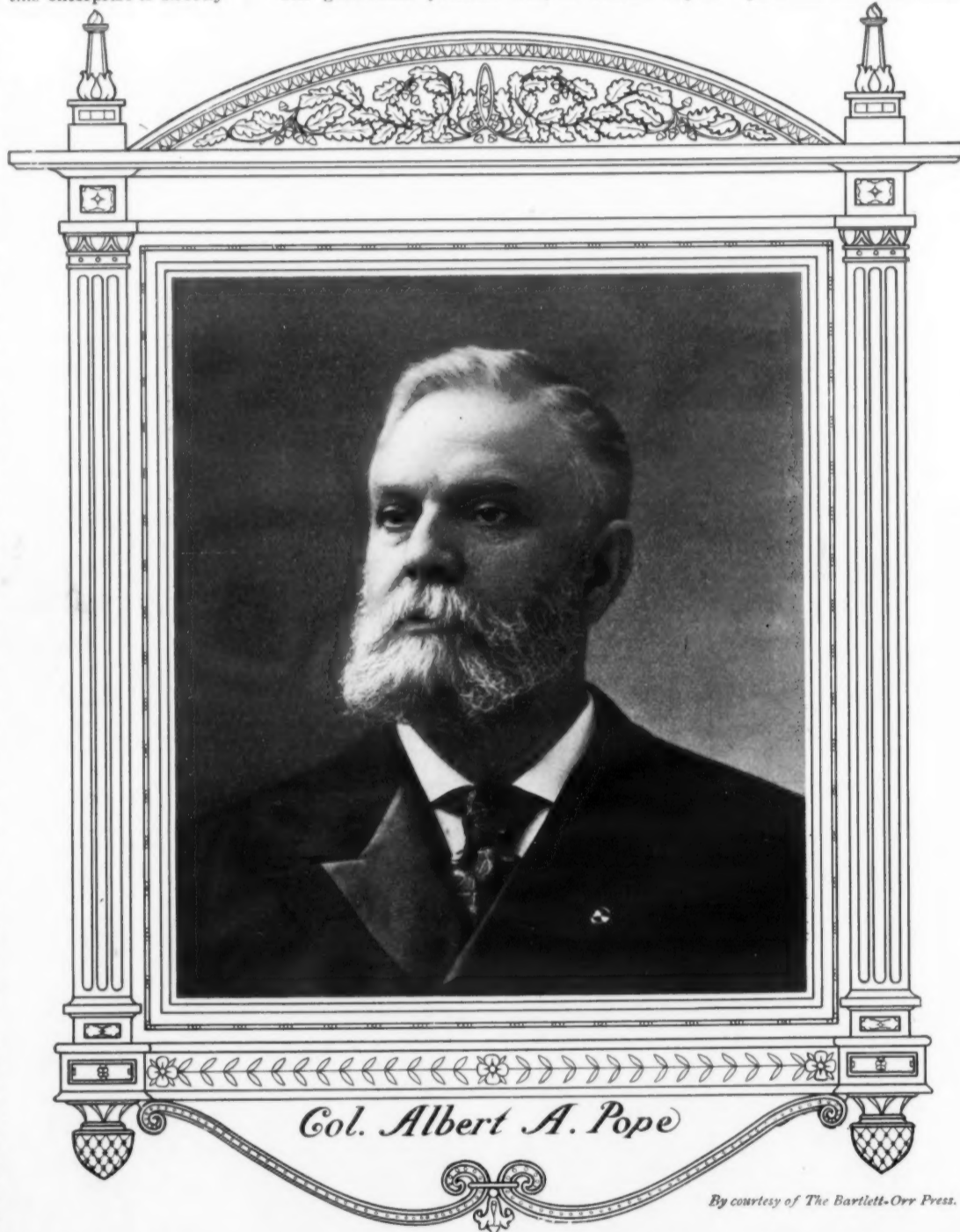
In a careful perusal of these pages we clearly sense the cardinal virtues of complete organization (in both the manufacturing and mercantile ends of the enterprise), adequate equipment of plants, manufacturing facilities, and years of cumulative experience. These words seem particularly significant: "A wise man makes his financial connections with the banking-house that has the best facilities for doing that line of work. An Englishman, a Frenchman, a Russian, or an Oriental merchant does not hesitate to do business in America through the best banking establishments of our leading cities. He knows at the outset that the facilities and valuable ex-

perience of these concerns are at his command. In a similar way the purchaser of American manufactured products, whether he be Caucasian, Coptic, or Malay, looks to the house whose stability is the result of years of experience, whose skilled force of managers and trained employes can smooth out all the perplexities of foreign trade and land at his door the right goods, at the right time and at the right price."

In reviewing the organization the interesting fact is brought out that not only a majority of the officers and heads of departments have served the company for a period of fifteen years and upward, but many of the skilled men in the works have never known any other employer than the Pope Industries.

Such technical matters as the selection of materials, the proper use of alloyed metals, and the complex problem of making such a delicately adjusted machine as a modern automobile, are discussed and described in such a way as to be easily comprehended by the layman and yet be of interest to those whose lives have been devoted to mechanical and manufacturing problems.

One chapter is devoted to each of the plants and mills, and, in point of fact, pictures have been used to such extent that they tell the story by themselves, and thus form a striking re-enforcement when taken in conjunction with the text. No one interested in this or kindred lines can afford to overlook this leading commercial publication of the year.

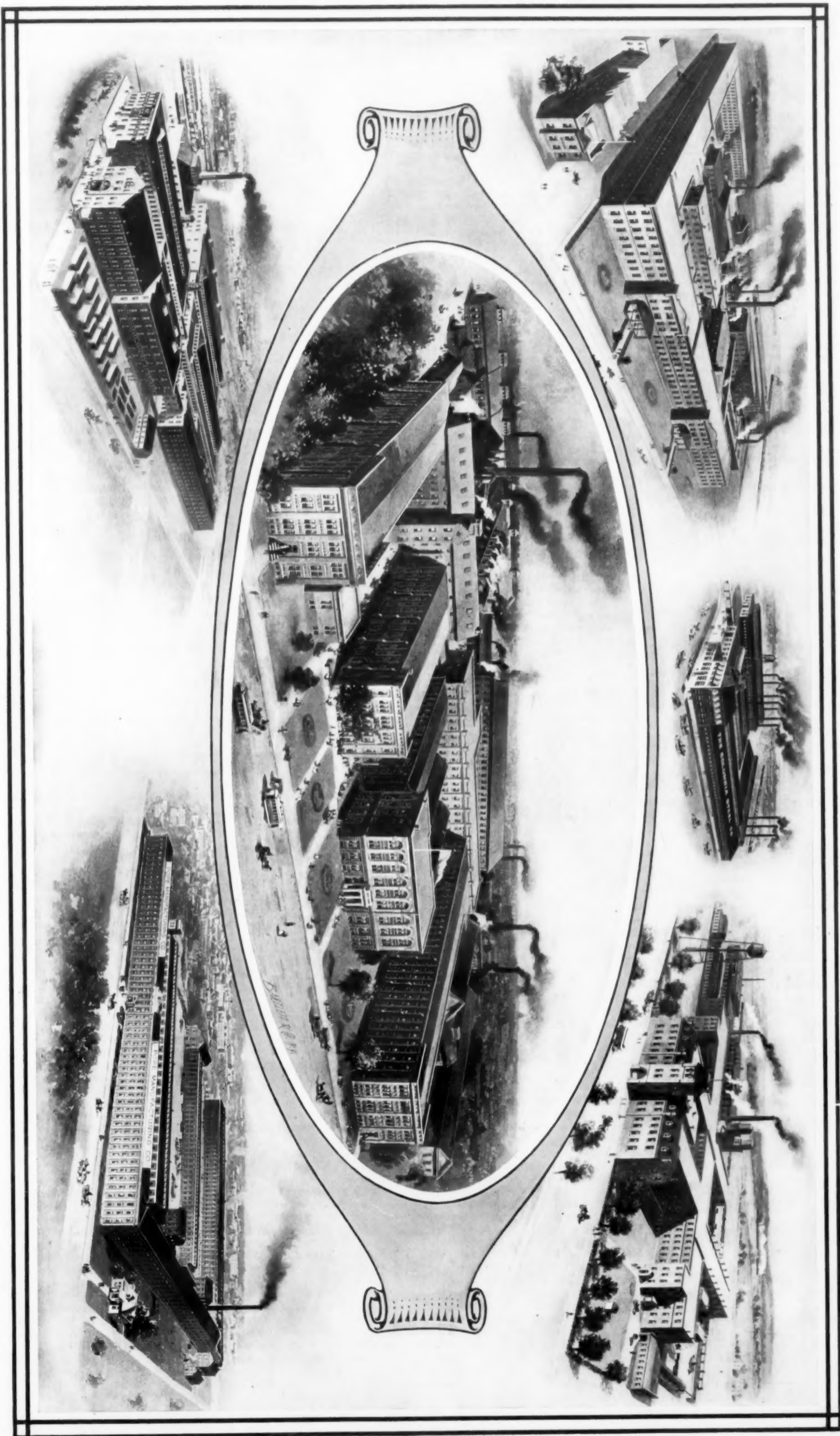


By courtesy of The Bartlett-Orr Press.

thinking, both a needed reform and a cold business proposition. If \$10,000, expended in advancing the good-roads movement, bring \$10,000 more business and many times that value to the general community, the cause is a judicious combination of business and philanthropy. This was the doctrine concisely put, and in following it out the company reaped hundreds of thousands of profit and the country millions of benefit.

While the company was organized with the nominal capital of \$100,000, it was within a few years increased to a million. The patents secured during the first two years were valued at \$40,000. The head offices in Boston were moved successively from 87 Summer Street to 597 Washington Street, then to 79 Franklin Street, and finally, in 1892, to the newly-constructed Pope Building, at 219 Columbus Avenue, where the whole edifice, five stories high, was devoted to their interests.

Toward the close of 1894 the business had grown to such an extent that it became expedient to move the entire clerical and executive force to Hartford, Conn., where the company had erected an office building planned and equipped with an especial view to the needs of the officers and various departments. This is the home and headquarters of the entire corporation. The visitor senses at once the thorough system of operation and the unusual care with which each man's work has been planned and his comfort insured.



POPE PLANTS—TOLEDO, O.; ELYRIA, O.; HAGERSTOWN, MD.; HARTFORD, CONN.; INDIANAPOLIS, IND.; WESTFIELD, MASS.

By courtesy of The Bartlett-Orr Press.

Jasper's Hints to Money-makers

[NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fourth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answers by mail or telegraph. Preferred subscribers must remit directly to the office of Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fourth Avenue, New York. Mining inquiries should be addressed to "Roscoe," Editor Mining Department, LESLIE'S WEEKLY.]

NO problem is of greater moment or of deeper interest to all the people than the railway problem. If our prosperity is now in danger, it is because of those who, when they combined to dominate the railroad interests of the country, failed to realize the rapidity of our industrial growth. The best proof of this is found in the fact that they are now so lamentably deficient in all the requirements needed to meet an emergency. To overcome this embarrassment, they are spending money with prodigal hands in enlarging terminals, in double-tracking their roads, and in crowding the business on the rails to such an extent that we are living in an era of car shortages and freight congestion resulting in an unparalleled record of casualties, including

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COMPARATIVE VALUES OF RAILROAD BONDS

Write for circular No. 51.

Spencer Trask & Co.

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Available in all parts of the world.

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ATLANTIC MUTUAL SCRIP NETS OVER 5 PER CENT.

WRITE FOR PARTICULARS

TAYLOR, SMITH AND EVANS 40 WALL ST. NEW YORK
Members N. Y. Stock Exchange

DON'T BELIEVE IT UNTIL I PROVE IT.

If you want to make money, send me your address; I have something important to say regarding money-making investments; 50 per cent. was made in one day, and an average of over 100 per cent. a month has been made during the past year; many millions will be made this summer in the kind of investments I will tell you about; write me if you want to join this class of money-makers; not stock gambling; I am responsible and refer to many who have become wealthy following similar plans to those I will give you; write me and get the proof. A. M. MARTIN, 36 East 23d St., New York.

CAN WE INTEREST YOU In a high grade Coal and Coke Company?

The property consists of Perpetual rights on Two Thousand One Hundred and Thirty-six acres of Coal Land in Western Kentucky, underlaid with five veins of high grade domestic and steam fuel, with a combined thickness of Twenty-eight Feet. A limited amount of stock allotted for public subscription. Send for Pamphlet containing full information.

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A mining paper that prevents bad investments.
A mining paper that advises good investments.
A mining paper giving this advice is worth reading.
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a frightful loss of life and property. Is there no relief or remedy to offer?

Mr. Harriman suggests that the railroads of the country must eventually broaden their gauge, increase the size of their locomotives and cars, and avail themselves of the economies of electric power. I fear he is a little chimerical. To widen the grade of all the railroads, lay heavier rails, build stronger bridges, and provide larger cars and locomotives will involve incalculable expense. The amount involved would be prohibitory. Unless all the railroads united in the effort, it would be impossible to continue the free exchange of cars from one road to another so essential to the necessities of freight and passenger traffic. The trouble with the railways goes back to the effort ambitious magnates in that field have been making during the past few years to secure a combination which would eliminate competition. Surplus earnings of the great railroads have been used to purchase shares of competing companies so that, instead of having a large number of railway systems under different managements, we now have about half a dozen combines. Hundreds of millions of dollars have been expended for the shares of other railway companies, and this vast outgo has stripped the treasuries of some of the large systems of funds now greatly needed for extensions and improvements. Mr. Harriman and his associates could be bluntly asked by President Roosevelt if the congestion of the railroads is not due to the scarcity of railways, rather than to the scarcity of cars and motor power.

It is said that during the past twenty years the railroad traffic of the country has quadrupled, while no new trunk lines have been built from the East to West. All over the country traffic is in excess of the capacity of the railroads. There is not sufficient trackage, even if there were an abundance of cars and motive power. It is stated that from 1870 to 1881 the railroad mileage increased, on an average, 4,000 miles a year; from 1881 to 1894, 7,000 miles a year, while from 1894 to 1904 the increase shrank to 5,000 miles a year, and since then has averaged only about 3,000 miles a year. While passenger and freight traffic has doubled in ten years, the railroad mileage has been increased only about twenty per cent.

It is asserted that the threats made against the railroad corporations of late have rendered it difficult to secure capital for the construction of new railways. This is an unfair conclusion, for there has been no difficulty in the flotation, during the past few years, by the railroads, of enormous quantities of new securities. The proceeds of these have been used by a few dominating interests to secure control of competitive and non-competitive lines, so as to centre this control where it could not be disturbed. Having such control, it has been easy for these few men to prevent the construction of competitive lines. Their control of legislation in some of the States has been utilized effectively to the same end, and we are therefore now at a time when, with our wonderful prosperity, we have not sufficient railways to meet the requirements of the situation. The case is analogous to the combination of railway interests which was entered into to prevent, and which did prevent, for many years, the settlement of the isthmian canal question, until it was finally settled by President Roosevelt.

It would be easy to show from the records how about six great railroad systems now hold the destinies of all the transportation interests in the hollows of their hands. They have done this by securing the control of other lines or by traffic agreements which have put an end to the possibility of competition. They have gone further than this, and, notably in the matter of anthracite coal (and, there is reason to believe, in the matter of bituminous coal), have organized to control the output and to make it impossible for a new railway, however much it might be needed, to be built with any hope of entering into successful competition with a company that controls both the railways in the coal-fields and, in large part, the coal-fields themselves.

President Finley, of the Southern Railway, in his recent published statement, declared that, "One of the greatest needs

Seven Per Cent. Preferred Stock Regal Shoe Company

Over one-half of the issue \$2,500,000

having been sold, we offer the balance

\$1,000,000

at par (\$100.00 per share), subject to prior sale.

DIVIDENDS PAYABLE JANUARY, APRIL, JULY AND OCTOBER
CAPITAL, \$2,500,000 PREFERRED. \$2,500,000 COMMON.

The REGAL SHOE COMPANY was established in 1893 by the same men who are now its managers, and the factory at Whitman, Mass., is to-day one of the largest and most completely equipped in this country devoted solely to the manufacture of fine shoes.

This stock is issued solely for the purpose of procuring funds to take care of new business already offered.

The Stock is Preferred both as to Dividends and Assets, its Dividend being therefore a first charge on the earnings and the Stock practically a first mortgage on the entire Assets of the Company.

The average net earnings of the REGAL SHOE COMPANY per annum for 1904, 1905 and 1906 were \$218,116.80. The results for the first quarter of 1907 indicate that net earnings this year will be over \$350,000. These earnings will be largely increased next year when the company has its additional manufacturing facilities. Dividend requirements of 7% on entire issue of the Preferred Stock are only \$175,000.

"No mortgage or other lien shall be placed upon any property of the Company without the consent of the holders of the majority in interest of the Preferred Stock of the Company."

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of the South is that its railroads should have additional track capacity. No matter how many locomotives and cars may be available, it is manifest that the number which can be moved is limited by the track capacity. The work of providing necessary track will require first, an input of capital. How it is to be provided is everywhere a matter of grave concern to railroad managers. It cannot be obtained from the current operations of the properties. It must be borrowed." These are Robert Finley's words. It is alleged that a railroad combination was necessary to prevent ruinous competition such as was occasioned in 1883 by the over-construction of railways, but it is now revealed that the combination had for its primary purpose the control of freight rates, which could only be had by the restriction of competition. The result has been an enormous increase of earnings and an unprecedented congestion of freight traffic, due to the lack of railways rather than cars and locomotives, as President Finley, of the Southern Railroad, himself admits.

The way to relieve this congestion is by the construction of new railways. One should be built through the Hudson River and Mohawk valleys, where no competition now exists, and carried forward from Buffalo to Chicago; and one from Boston to New York is needed. The new transcontinental lines now projected or building from Chicago to the Pacific coast may be sufficient for the present until the Panama Canal can be completed and be able to handle the heavier Pacific freights. The government, in an emergency, gave its aid for the construction of the Pacific railways; can its aid be given for the construction of the new railways needed now to relieve the difficulties in the most congested districts? That will be a question that may be asked before many years have gone by.

I wonder if my regular readers will recall the statement I made over a year ago during the high tide of the excitement in Wall Street, when I said that the strength of the market was due to the active operations of a few big stock-market gamblers who had come to New York from the West, and, never having had an experience with a Wall Street panic, did not know the signals of distress when every conservative banker saw them. The recent retirement from Wall Street of John W. Gates and his son is of interest in this connection. It

has been stated that Mr. Gates's firm for a long time did as much as one-tenth or one-twelfth of all the business transacted on the Stock Exchange. I am inclined to believe that this is true, for the Gates following was tremendous and kept increasing as long as tips from the Gates office made money for his patrons. But the time came when the tips were non-productive. The pools in certain stocks, which centred in the Gates crowd, found their burden too heavy to bear when the storm broke, early last winter. Those who had made tremendous profits by following Gates suffered tremendous losses. Some of the pools were badly broken, and a number of them are still repairing their fractures, or trying to do so.

It was regarded as inconceivable that the financial resources of this great brokerage house should fail them, but there is a limit to the accommodations even of friendly bankers and banking institutions. And so, having finished the game, Mr. Gates and his partners dissolve. And the liquidation and the withdrawals continue, and will continue until new leaders appear with new melons to cut. I have not changed my opinion regarding the outlook of the stock market this year—an opinion I freely expressed before the year began—and that is that we cannot have a substantial improvement until liquidation has brought the market to a level on which it will once more invite generous public patronage. Some stocks appear to have approximated that level, but, with a questionable crop outlook, with our credit still badly overstrained, and with an exciting presidential election approaching, conditions are not conducive to a general and well-sustained upward movement. It is not wise, however, to sell stocks in the midst of a period of depression. Very often the disposition to sell becomes so general at such a time that it leads to the accumulation of a large short interest, and old Russell Sage used to tell me that he could put the market up on a big short interest better than on any other leverage that could be provided. The money-maker in Wall Street in these days is the man who can buy on recessions, and take a small or reasonable profit on an advance, only to wait with patience the next recession.

"G." Syracuse, N. Y.: Pacific Mail, at 28, does not look as attractive as Ont. and Western at 38. The latter pays 2 per cent. per annum, while Pacific Mail pays nothing. Wisconsin Central preferred is a better purchase than the common.

Continued on page 499.

FORD RUNABOUT "Built for Two"

Two's company and a crowd frequently spoils a motoring trip.

When you have a large car you feel like filling up the seats—seems stingy for two to usurp so much luxury; so your tonneau is always full. Everybody's happy but—

Did you ever feel as if you'd just like to go alone—you and she—and have a day all your own? Go where you please, return when you please, drive as fancy dictates, without having to consult the wishes or the whims of others?

Ford Runabouts are ideal for such trips. Just hold two comfortably; ride like a light buggy, control easily and you can jog along mile after mile and enjoy the scenery.

Of course you can scorch if you want to—40 miles an hour easily—but you won't want to. You'll get used to the soft purr of the motor and the gentle motion of the car over the rolling country roads and—well, it's the most luxurious sensation one can imagine.

"We've enjoyed motoring more since we've had the Ford Runabout than we ever did before," says one lady whose purse can afford anything she desires. "Got the big car yet, but 'two's company,' and most times that's the way we go."



\$600

F. O. S. Detroit

Model No. 4 Cyl. 15 H. P.

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BRANCH RETAIL STORES—New York, Philadelphia, Boston, Chicago, Buffalo, Cleveland, Detroit and Kansas City, Standard Motor Co., San Francisco, Oakland and Los Angeles, distributors for California. Canadian trade supplied by Ford Motor Company of Canada, Walkerville, Ont.



Jasper's Hints to Money-makers.
Continued from page 498.

"W." New Haven: January 6th, 1898.
"B." So. Omaha: I do not advise investment in the proposition of the American Homes Company.
"P." Brookline, Mass.: I do not advise the purchase. The capital is very large and there is growing competition in the business.

"E. R. P." Milwaukee: All the bonds that you mention are fairly good at present prices, but I would be in no hurry to invest until the stock-market situation is a little more clarified.
"K." Albany, N. Y.: I am unable to get a quotation on the Tobacco Plantation Company's stock. Most of these plantation concerns are very highly over-capitalized and altogether too speculative.

"Gilman." New Hampshire: The Central Vermont 4 per cents. are a fairly good investment. You must bear in mind that interest rates are higher than they have been and that the price of these bonds is therefore not particularly low.

"J. H." Brooklyn: It would require considerable space to enter into the history of the land trust to which you refer. Drop a line to Mr. Charles J. Canfield, trustee, 11 Pine Street, New York, and ask him for the details as far as they can be made public.

"S." Waterbury, Conn.: I would not sacrifice my Am. Beet Sugar common at this time. An impression prevails that the business may be of greater value now than the railroad rebates, which have favored the sugar trust so long, are no longer granted.

"A. M." 867: The pool in Chicago Subway, which started it on a skyrocket rise last year, was compelled to liquidate, and it is generally believed sustained severe loss. The success of the enterprise has been something of a question, but practical men are solving its problems. The capitalization is high. I would not sacrifice my stock at present.

"H." Detroit, Mich.: The writer of the prospectus you send me is a past master in that art. In fact, that is his strong forte. The proposition does not appeal to me. It has no relationship to Wall Street, of course. A mercantile agency could probably enlighten you, especially as to the writer of the prospectus and his somewhat interesting career.

"P." Englewood, N. J.: The Manhattan Transit

Company's principal asset is its tunnel franchise. It is not engaged to any extent in the transportation business, and certainly is no competitor of the N. Y. Transportation Company. The latter has franchises covering not only Fifth Avenue, but a number of other of the best omnibus routes in New York City.

"Manhattan." St. Louis: 1. All stock brokers will buy or sell curb stocks for you. 2. I know of no curb market letter worth commending. 3. No house makes a specialty of Manhattan Transit. The recent decision of the Court of Appeals in favor of the company was a sweeping victory, and has given greater possibilities to the company. Its office is 889 Second Avenue, New York.

"P." Marshalltown, Ia.: As a rule, industrial investments have not been regarded with the same favor as investments in high-class railroad stocks and bonds. But none of these can be bought on a 7 per cent. basis, while a number of industrial preferred stocks yield 7 per cent. and better. On the statement made by the Regal Shoe Company, the preferred 7 per cent. shares look attractive.

"S. St." New York: The condition of the Southern Ry. and of Interborough is not such as to justify belief that either is earning the full dividends now being paid on the preferred. A decrease in the dividends would undoubtedly depress the common shares still further. These common shares look high compared with some of the low-priced industrial and railway shares that are paying dividends.

"S." Bethlehem, Pa.: Lehigh Coal and Navigation is an anthracite property owning extensive mining interests in the Lehigh coal district of Pennsylvania, and canal and railroad interests, all productive. It is regarded favorably, and has been sought by many as an investment possessing great future possibilities, in view of the increasing demand for anthracite and the diminishing supply.

"Alpha." Louisville: The new issue of So. Pacific preferred ought not to materially affect the value of the shares, as the earnings are two or three times the amount required to pay dividends on the preferred, including the proposed new issue. So. Pac. preferred has suffered less during the recent slump than almost any other high-priced stock of its character. I would subscribe for my part of the new issue and would hold the stock as an investment.

"F." Roseburg, Ore.: 1. I certainly do not advise a subscription to the stock of the United People's Trust Company, of New York. There are more than sufficient trust companies to do our business now, and while the plan of the so-called People's Trust is intended to appeal to the popular mind, there is nothing in it that particularly commends it, nor do I regard the directorate as one of the strongest for a trust company of such a character. 2. I am unable to get a quotation.

"G." Milwaukee: All the public-utilities companies are feeling the hardship of the public opposition which manifests itself in increased taxation and exactions in the way of diminished charges for service rendered. It is possible that this wave of adverse feeling will pass away shortly, and for that reason holders of the obligations of such companies are not inclined to sell them at a loss. The stocks are not listed, and I have no way of knowing at what price they have been selling at private sale. No public sales have been reported recently.

"A. B. C." Montana: 1. While the earnings of American Car and Foundry are sufficient to pay 4 per cent. on the common, it must not be forgotten that the time appears to be approaching when the railroads will have sufficient equipment, and when car and locomotive companies will find a decided slackening in their orders, as they did a few years ago. I would hardly recommend the common as a purchase of a reasonably safe character for a long pull. If what is privately stated as to the earnings of Central Leather is true, the common stock looks preferable to that of Am. Car and Foundry.

"D. C." Providence, R. I.: Mo. P. is one of the perplexing problems of Wall Street. It is one of the best factors of the Gould system, and, at one time, Jay Gould predicted that it would be one of the best railroad properties, as an investment, in the country. It could be made so beyond question, but the properties of the Goulds take in the Wabash and other lines, and it remains to be seen which will be made the favorite. On its present dividends the stock looks cheap, but it has yet to show the results of the adverse legislation so generally directed in the West against all railroad corporations.

"X." Deposit, N. Y.: While a very general impression prevails that the liquidation in Wall Street is not over and will not be until certain pools and syndicates have been dissolved, there is no question that at present prices stocks look far more attractive than they have been for two or three years past. All the stocks on your list, which includes Int. Paper (I presume you mean the preferred), Ont. and Western, Twin City Rapid Transit, Va.-Car. Chemical preferred, and Railway Steel Spring preferred, make good returns to the investor and look reasonably safe unless the general prosperity should be greatly lessened.

"S." Scranton, Pa.: The history of the Chicago Subway Company has not been entirely satisfactory. The original plan was for the construction of an underground tunnel for telephone and telegraph purposes, with a bond issue of \$5,000,000. Since then, the property has been diverted into a subway traffic concern, with \$50,000,000 in stock and over \$20,000,000 in bonds, though it is said that the property has not cost more than \$10,000,000. It will be seen that the stock is a good deal of a speculation, even at present prices, though if the earnings claimed for it can be produced it might be able to pay dividends on its enormous capitalization.

"S. St." New York: 1. The decline in Central Leather common was attributed to the liquidation of a broker who was retiring from business and who has been disposing of heavy holdings of various stocks ever since the new year opened. I am told that the earnings of the company are sufficient to justify payment of dividends on the common, but that the legal complications in which the company has been involved have disarranged the plans of the promoters. 2. The decline in Atchison 4s is no doubt due to the fact that the road is willing to pay 5 per cent. for its new loan, and that money commands 5 per cent. on excellent railroad loans.

"D. C." Providence: 1. My preference, as between St. Paul and Northwest, would be the latter. 2. N. Y. Central has for many years been increasing its obligations and capital stock until these represent an extraordinary capitalization per mile. As long as the Central has virtually a monopoly of the Hudson River and Mohawk Valley route from New York to Buffalo, it is in condition to constantly increase its earnings. But the time is coming, it is believed, when it will have to meet competition, for there is no doubt that a parallel line could be built for about half the present capitalization of the Central. The talk of an electric line from Buffalo to Albany is therefore justified.

"B." Worcester, Mass.: The American Real Estate Company is engaged in the buying and development of real estate in the vicinity of New York City. If you regard real estate as a speculative commodity, as most persons do, the bonds must be included rather in the speculative than in the gilt-edged investment class. The company informs me that their bonds are "the direct contract obligations of this company, directly chargeable to its entire assets." Much of the real estate of the company appears, from its statement, to be unimproved, and while N. Y. City property has been advancing rapidly in late years, many question whether this rise can be sustained in case of a severe financial depression, such as may be anticipated unless the money market is speedily relieved from the all-pervading stringency.

"Seven Per Cent." Trenton, N. J.: The 7 per cent. preferred stock of the Regal Shoe Company, \$2,500,000 of which is offered at par to the public, it is announced, has been more than half subscribed for. According to the statement made by the expert accountants, the earnings of this great shoe corporation are annually twice the dividend required

ments on the preferred, and, as no mortgage or other liens can be placed upon the property without the consent of the holders of a majority of the preferred, the interests of the latter seem to be safeguarded. I advise you to write to Swartwout & Appenzeller, bankers, No. 44 Pine Street, New York, for particulars of this attractive proposition.

"V." Glens Falls, N. Y.: The last quarterly report of the N. Y. Central showed a deficit instead of a surplus applicable to dividends, and was regarded as significant and bad. There is no question that the wisest course of the management would be to reduce dividends, and apply all the available surplus income to the pressing requirements of the road for equipment and improvement. The same statement might very properly be made regarding the Union Pacific. Whether conservative influences will prevail, I cannot say. Both these properties are in the hands of those who are in intimate relationship with Wall Street, and the managements are therefore more likely to pay attention to the latter than to anything else.

"Ica." Toledo: The quotation upon the Great Northern preferred 40 per cent. paid certificates indicates that there is a premium of 30 per cent. which, in figuring the cost, is to be added to 40 per cent. represented by \$100. In other words, 100 shares at 130 would be valued at the 40 per cent. payment, \$4,000, plus the premium, \$3,000, or \$7,000 in all. This seems like a peculiar way of quoting a stock, but it is in line with the usual stock-exchange method of putting valuations upon a percentage basis, and is done for the purpose of continuing the same quotation as the different payments are made. After May 7th a 5 per cent. additional was payable, and the price of 130 represented the cost of \$4,500 plus \$3,000. When the 100 per cent. is paid, the full \$13,000 will be represented in the quotation.

"C." Caldwell, N. J.: 1. With some knowledge of the manner in which the old Corn Products Company treated its shareholders, to the disgust and disadvantage of the latter, I can understand why President Bedford, of the Corn Products Refining Company, which took over the old Corn Products concerns, has reason to feel indignant at the allegations of conspiracy and stock manipulation. It will be remembered that the management of the old company was so bad that dividends on the common were stopped and those on the preferred jeopardized. The shareholders could obtain no satisfaction, and I regarded it as extremely fortunate for them that they were able, under Mr. Bedford's management, to amalgamate the competing glucose interests that were fighting each other to the death, and to reorganize on a sound business basis the present Corn Products Refining Company. The earnings of this company are not only meeting the requirements of the 7 per cent. dividends on the preferred, but are furnishing a surplus for the improvement of the property and the construction of model new plants that will defy competition. Instead of complaining of Mr. Bedford's management, the Corn Products stockholders ought to send him a vote of thanks, and they will before they are through with him. 2. Am. Ice debenture 6s are, as I have said, simply a preferred stock. That less than \$3,000,000 have been issued, and that the interest charges have been earned three times over have made them look like a good industrial speculation.

NEW YORK, May 16th, 1907.

JASPER.

How Not To Get Trade.

URBAIN J. LEDOUX, American consul at Prague, has formulated a few rules on the subject of "how not to do business in Bohemia," which, with slight alterations would apply to a number of other European countries. These are the rules:

1. By not studying the geographical situation of the country, its needs, resources, trade methods, etc., but simply having a vague idea that it is a land peopled by gypsies wanting but little—and already having it.
2. By staying at home and relying upon letters, circulars, catalogues (frequently with penalty postage), besides some advertising in trade papers, to bring business.
3. By writing in English to merchants understanding but German or Czech and loading them with English catalogues, circulars, quotations, etc., with American values and measures.
4. By forcing American methods upon a conservative people and ignoring their special wants and deeply-rooted customs.
5. By a poor selection of routes and shipping agents, resulting in too slow or

too costly deliveries, and defective packing, resulting in poor deliveries.

6. By forcing the Bohemian buyer to pay cash in advance, though he may enjoy the best of credits all over Europe.

7. Or by forcing him to buy from German agents in Berlin, Hamburg, or Bremen, or foreign "European agents" in London or Paris, whose ever special care is to load on their commissions.

8. And, finally, by continuing to practice a deplorable opportunism which completely ignores the foreign buyer in times of prosperity at home.

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"INVESTING FOR PROFIT" is worth \$10 a copy to any man who intends to invest any money, however small, who has money invested unprofitably, and hasn't learned the art of investing for profit. It demonstrates the Real earning power of money, the knowledge bankers hide from the masses; reveals the enormous profits bankers make, and shows how to make the same profits; explains HOW stupendous fortunes are made and WHY they are made; how \$1,000 grows to \$22,000. To introduce my magazine, write me N. W. and I'll send it SIX MONTHS FREE. Editor Gregory, 415-77 Jackson Boulevard, Chicago, Illinois.

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MISCELLANEOUS

"FORTUNES IN THE FOREST." Send for our free book which tells how immense fortunes are being made in the timber tracts of the far west. Pays better than gold mines and with none of the risk. If you wish to safely invest a little money where it will bring good returns write for the book to day. Sent free by return mail. Idaho Lumber and Dev. Company, 919 Harrison Bldg., Philadelphia.

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Minimum space accepted is three lines; maximum is twelve lines—single column only. No display. Rate is 50 cents an agate line (fourteen lines to the column inch). Check or P. O. money order should accompany your announcement. Allow about eight words to the line—most of last line for name and address.

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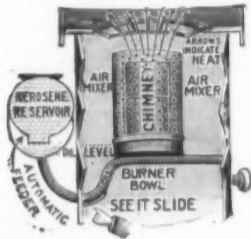
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Automatically generates gas from kerosene oil, mixing it with air. Burns like gas. Intense hot fire. Combustion perfect. To operate—turn knob—oil runs into burner—touch a match, it generates gas which passes through air mixer, drawing in about a barrel of air, to every large spoonful of oil consumed. That's all. It is self-regulating, no more attention. Same heat all day, or all night. For more or less heat, simply turn knob. There it remains until you come again. To put fire out, turn knob, raising burner, oil runs back into can, fire's out. As near perfection as anything in this world. No dirt, soot, or ashes. No leaks—nothing to clog or close up. No wick—not even a valve, yet heat is under proper control.

D. E. CARN, IND., writes: "The Harrison Oil-Gas Stoves are worth more than twice as much as they cost. It costs me only 4½ cents a day for fuel." L. S. NORRIS, VT., writes: "The Harrison Oil-Gas Generators are wonderful savers of fuel, at least 50% to 75% over wood and coal." E. D. ARNOLD, NEB., writes: "Saved \$4.25 a month for fuel by using the Harrison Oil-Gas Stove. My range cost me \$5.50 per month, and the Harrison only \$1.25 per month." Objectionable features of all other stoves wiped out.



ALL SIZES

Not like those sold in stores. Ideal for cooking, roasting, baking, ironing, canning fruit, picnics, cottages, camping, also for heating houses, stores, rooms, etc., with radiating attachment. No more carrying coal, kindling, ashes, soot and dirt. No hot, fiery kitchens. Absolutely safe from explosion. Not dangerous like gasoline. Simple, durable—lasts for years. Saves expense, drudgery and fuel bills.

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SALESMEN—MANAGERS—MEN OR WOMEN, at home or travelling, all or part time—showing—taking orders—appointing agents. MESSRS. HEAD & FRAZER, TEX., writes: "Enclose order for \$51.00. RUSH. Sell like hot cakes. Sold 50 stoves in our own town." R. L. HUESTED, MICH., writes: "Been out one day and sold 11 stoves." This patent new. Nothing like it. Demands enormous. Agents reaping great harvest. Where operated people stop on street, leave their homes, place of business, miss trains to watch this generator—excites curiosity—watch it as though a thing of life. Show a dozen—sell ten. Write to-day for special agents' new plan. Send no money. World unsupplied. Get in early for territory.

WORLD MANUFACTURING COMPANY
6613 World Building, Cincinnati, Ohio

Making Money in Mining.

IN all the history of mining operations, it is difficult to find a parallel, in the line of money making, with the profits of the copper industry, especially in the United States during the past few years. Fortunes have been made by thousands who had never anticipated such good luck, and hundreds of thousands have found themselves in easy circumstances because of fortunate ownership of a few hundred shares in a mining speculation that turned out well. The statement was recently made that the Cactus property, regarded as a failure a year ago, is now such a remarkable success that the stock has advanced from \$3 to \$23 a share. A year ago the ore in sight was hardly of sufficient consequence to attract attention, but development work and the operations of diamond drills have disclosed the existence of a fine ore body of great depth. This illustrates what I have so often said, namely, that those who would make money in mining in a speculative way should take their chances in properties which are in the hands of skilled copper experts, who know what they are doing and who would not engage in an enterprise without some hope of success. This is vastly different from putting money into a copper company which is simply exploited by promoters who, after selling all the stock they can, run away from the property.

"R." Brooklyn, N. Y.: I am making inquiries.
"K. J. C.": Anonymous communications are not answered.
"P." Washington: I am unable to get a satisfactory report. What little I have is unfavorable.
"F. L." West Virginia: He has always borne an excellent reputation and has been connected with prominent and successful enterprises.
"W. D. B." Detroit, Mich.: It has speculative value, but has still to show whether it has an investment quality.

"V." New York: The Nevada Goldfield Mining, Milling and Smelting Company shares at 50 cents are selling too high when one considers the capital.
"S." Far Rockaway: Both are speculative, and, considering their capital, are asking too high a price for the shares.

"R. S." Trenton, N. J.: 1. Not enough to be able to render an opinion. 2. The Granby and the Dominion of your list just now offer the best promise.
"W. H." Manchester: 1. It is not an investment. 2. The par of Greene Gold-Silver preferred is \$10. 3. The par of Victoria Chief is \$1. 4. To all readers.

"B." Milwaukee: I do not recommend the shares of the American Gold Placer Mining Company. The capital of \$6,000,000 for such a property looks much too high.

"B." Sioux City, Ia.: I regard the Globe as too highly capitalized, considering what it has to show for it. I do not advise the purchase of the stock at 30 cents.

"F." Evansville, Ind.: The statements to which you refer were made in an advertisement. The property looks highly speculative, and the capital is large.

"F." Newark, N. J.: The mine is in a section now being quite rapidly developed, but from the statements in its prospectus, you can see that it is highly speculative and not an investment.

"N." Chillicothe, O.: As far as I am able to obtain information, none of these properties is regarded at present as "a good investment." They are all in the speculative class. I would not advise their purchase.

"F." Middleborough: If all that can be said for Goldbug is that a number of other properties, most of them a good way from its location, are money-makers, then I would not regard it even as a speculation.

"C." Sherman, N. Y.: The Santa Cruz Mining Company, at Patagonia, Santa Cruz County, Arizona, if that is the one to which you refer, has a capital of \$1,000,000. The property has not yet been sufficiently developed to justify an estimate of its value.

"L." Minneapolis: 1. From all the reports, I think it will be some time before dividends can be expected. The proposition is not particularly attractive. 2. The firm to which you refer seems to be doing a large business, but the mine has just been opened and has not proved its value.

"L." Minneapolis: 1. Without having personal knowledge of the company's affairs, I am only able to say that it offers a fair speculative opportunity, according to statements of those who seem to be familiar with it. 2. They appear to be doing a large business, and have a numerous clientele.

"M." Franklin, Ill.: It is claimed by the management that additional capital is needed for development work and for extensions and improvements. It is the general impression that, on the payment of dividends, insiders sold the stock. It is not now a purchase.

"Mining G." Wisconsin: 1. Your proposition, on its face, looks as if it might be well worth developing. 2. If all that Colonel Greene and his friends are saying about Greene Gold-Silver were justified, it would look like a good, low-priced speculation. I had rather have an independent report on the property before going into it deeply.

"J. H." Brooklyn: The Mines Company of America was incorporated in 1902 to acquire mines and mining rights and carry on the business connected therewith. It owns the Creston Colorado Company in Sonora, which, it is estimated, has produced about \$15,000,000. The capital is \$3,000,000, par value \$1, and it has been declaring monthly dividends of 1-2 per cent.

"M." Silver Springs, N. Y.: The Reynolds Alaska Development Company owns a number of more or less developed copper properties in Alaska. It is capitalized at \$3,000,000, which seems large, considering the amount of work done, though there is no doubt that the management is vigorously developing the properties with promise of success.

"R." Bethany, Mo.: The future of the Bessie mine depends, as your letter states, on whether the value claimed for the ore continues, and this must always be an uncertain proposition, because no one can tell in advance what is in a mine. The proposition looks to me simply like a speculation, pretty heavily capitalized, and largely dependent upon the industry and integrity of the management for its success.

"E. S." New York: Tennessee Copper is in the hands of an energetic and successful management. It has a very large acreage, which is being actively and creditably developed. The plant has been economically built, and is peculiarly adapted to the handling of a large body of low-grade ore. Unless the price of copper declines, Tenn. can be expected to yield good results.

"D." Brooklyn: I cannot give you the value of either of the mining stocks. They are not quoted



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THE ORIGINAL WORCESTERSHIRE

It gives relish to an otherwise insipid dish.

Beware of Imitations.

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Just a little on
CHEESE

is delicious. It adds zest to Welsh Rarebit, Macaroni with cheese, Cheese Toast and all Chafing Dish Cooking.

on any of the exchanges. Both of the mines to which you allude have been only partly developed, and at no very great expense. It is difficult to say which is the better. It is important for you to ascertain if the capital of the new company is not so large as to make the exchange undesirable or unfair.

"H." Roswell, N. M.: 1. I see nothing in the proposition of the Nugget Canyon that particularly recommends it. It is easy to make calculations of possibilities, but it is better to wait until they have been developed into realities. 2. The very last reports from the Victoria Chief were to the effect that the ore bodies were developing extensively and meeting the expectations of the management in every way. The report of Colonel Farish, who has been visiting the property, ought to be forthcoming shortly.

"G." Syracuse, N. Y.: 1. I answer mining inquiries only and have referred your railway inquiry to "Jasper." 2. On the statements made by the local paper at Silver City, N. M., concerning the Mogollon camp, the Mogollon mine ought once more to come to the front as a great producer and dividend payer. 3. The Victoria Chief is vigorously at work opening up its ore bodies, and Colonel Hopper informs me that they are larger and richer than ever. He is awaiting a full report by a mining engineer who had been examining the property for some weeks. 4. Senator Miller, president of the Sierra Con., recently received information of an extensive strike in the mine. He says the outlook is most encouraging. 5. J. J. Smith was formerly the superintendent of the Anaconda-Sonora, but I never heard that he was the discoverer of the mine. The prospectus of his new property, the San Javier, sounds a little highflown.

"C." Atlanta, Ga.: 1. The uncertainty regarding Greene Gold-Silver preferred rests upon the fact that all the statements concerning the property appear to emanate from the management. I have not seen the report of an independent engineer. The payment of dividends accelerates the sale of the preferred stock, and there appears to be a lot of it for sale. 2. Yes, but it is in a good territory. 3. Bagdad-Chase has the appearance of an excellent property and has strong men connected with its management. 4. The railroad will greatly help Anaconda-Sonora. The distance to milling facilities has been so great that the company is justified in waiting for the railroad. 5. The payment of dividends is not always the best criterion by which to judge. The best-paying properties in the section to which you allude are not offering stock for public sale. 6. They say not, but that money is required for continued development. 7. I should judge so from what the management says, but no official conclusion has yet been reached.

NEW YORK, May 16th, 1907.

ROSCOE.

Mothers will find Mrs. Winslow's Soothing Syrup the best remedy for their children. 25c. a bottle.

Its Strong Point.

First Farmer (as large touring-car goes by)—"Powerful machine, that."

Second Farmer (sniffingly)—"Yep. Must be all uv sixty-skunk power."

The Best All-round Family Liniment is "BROWN'S HOUSEHOLD PANACEA." 25 cents a bottle.

Not Too Particular.

Policeman—"Did yez want any p'ticlar hotel, youse?"

Reuben Cornloss—"Nah. I reckon a hotel what wuz tew p'ticlar wuddent hev us."

Use BROWN'S Camphorated Saponaceous DENTIFRICE for the TEETH. DELICIOUS. 25 cents per jar.

Troublesome.

"DID they have much trouble in taking out his appendix?"

"I should say they did! They had to kill him first."

Would Improve.

Neighbor—"My! but that's a bilious color you've painted that house of yours."

Other Neighbor—"Yes; but it won't stay that way. You see, I mixed a lot of pepsin syrup with the white lead when I painted it."

MUSICAL people who call at the warerooms of Sohmer & Co. may be assured that they will find what will gratify the most cultivated musical taste in every respect.

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BUSINESS CHANCES ABROAD

THE GOOD feeling inspired by the visit of Secretary Root is having its effect upon the Chilean demand for American-made goods. There is said to be an especially good opening for labor-saving farm machinery, the country being prosperous and labor scarce and high. One firm recently imported thirty-six up-to-date steam thrashing-machines in one consignment.

EXPORTERS of American cotton goods have within the last year obtained a footing in Asia Minor, sheetings and prints, of which samples were submitted, pleasing the native dealers so much that one firm secured three successive orders. The outlook now is for the virtual control of the Diarbekir, Arabkir, Egin, Malatia, and Harput markets by American manufacturers.

ONE of the results of the Russo-Japanese War is the large increase in the consumption of American canned goods by the Japanese resident in Manchuria. Many of them acquired as soldiers a liking for preserved foods, and as civilians they purchase large quantities of this class of provisions. Japanese canned goods are obtainable at a lower price, but their quality is decidedly inferior.

CONSUL-GENERAL Lewis M. Idings, of Cairo, thinks that American motor-boats might have a good sale in Egypt if three or four were placed on the Nile in charge of skilled American mechanics; the French, Greek, and other foreign mechanics do not understand the care of American motors, and would prejudice purchasers against them. The essential points in boats constructed for use on the Nile are: Length, twenty-one to thirty feet; light wooden hull (so-called steel hulls rust through); at least two-foot draft; compactly built motors, capable of making six miles an hour against a two-mile current. Motor-boats rent as high as twenty-one dollars a day for tourist trips.

AN IMPORTANT automobile market is found in South Africa, according to Raymond F. Crist, a special agent of the consular service. The centre of it is Johannesburg, which is also the hub of the rich Witwatersrand mining district. Many points can be reached quickly only in automobiles, which the mining men use freely. Cars with a high hill-climbing efficiency are required, able to stand the wear and tear of rough roads. The horse-power of the motors in use is from six to thirty, but great speed is not a deciding factor in the purchase of a machine; high-speed cars are generally obliged to run on one-fourth or one-half their capacity because of the rough roads. American manufacturers, if they make an effort to enter this market, must be prepared to meet active competition from European makers, and only in the sending of competent salesmen have they any chance of success.

TRADE with Honduras has naturally experienced considerable interruption during the war, but American interests are too firmly entrenched there to suffer permanently from the recent disturbances. There are about 1,400 American residents in the consular district of Ceiba alone, seventy-five per cent. of the important enterprises are financed by American capital, and sixty-five per cent. of the foreign trade of the Atlantic coast is with the United States. Among the American commodities that find most favor in Honduras are shoes, acetylene lighting apparatus, steam launches, saddles, machetes, plows, hardware (except cheap cutlery), cheap cotton goods, cement, beer, talking-machines, provisions, and canned goods. An undeveloped market is said to exist for American candies, refrigerators, typewriters, and California wines. Earthenware comes almost entirely from Europe. The consular report of Mr. Dean R. Wood significantly remarks that firearms are selling in much larger quantities than formerly.

A MORAL THIEF IS NOT A LEGAL THIEF in the eyes of the law, and by that token many a man is at home when his rightful place is in jail. But the question is: Shall we, the buying public, help this sort of man along?

A man, by dint of thought and work, invents an article of food, of wearing apparel, or for domestic use. He carries out his conception; he gets it ready for the market; he recognizes the requirements of the law of the land and patents his article; he invests large sums of money in letting the people know about it, and he makes a success. That is, thousands buy the result of the thought of his brain, the investment of his money, and his honest, legitimate methods.

Along comes a man who has no brain wherewith to conceive except to trade upon the other man's success, and "Uneeda Biscuit" becomes "Uwanta Biscuit"; "Jap-a-lac" becomes "Jac-a-lac"; "Cottolene" becomes "Cottoleo"; "Pears' Soap" becomes "Peer's Soap"; and so on. All these imitations are purely and palpably intended to mislead the public, to confuse the buyer.

Now, this imitator does not need to invent; he has no call to invest capital; he goes on the wave of popular support created by the man who legitimately launched the result of his honest thought. Such a parasite not only lives on the brain and capital of another, but he also directly hopes to get an undeserved livelihood by playing upon the credulity of the public. He is a coward, as is proved by the fact that he imitates. His article is never so good as that which he imitates, for the same moral twist that plays upon a name will play upon the quality of the article. As a matter of fact, he has no need to think of the quality of his article, for he relies for his sales on his misleading label; hence, quality, to him, is of slight importance, and therein lies the fraud against the consuming public.

The bid for patronage upon which he usually relies is his untruthful assurance that his article "is just as good as others," and—here comes in his strong point—"it is cheaper in price." And thus thousands are fooled; trapped into supporting a moral thief and a business coward—a man whom decent business men shun—and getting a cheaper article at a cheaper price.

Perhaps you fail to realize that you have it in your power to raise the standard of American business honesty by a refusal to patronize such imitations. For just in proportion as you make it easier or harder for these moral thieves to succeed, so do you make the business of honest dealings easier or harder for your husband, brother, father, or son.

Business will be honest just so far as the public demands it shall be. The two or three cents saved in your support of an imitative article represent the costliest investment you can make toward the lowering of these business ideals with which the men of your family must sooner or later battle when they go out into the commercial world. You, by your patronage, build up or tear down honest business ideals.



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AT LAST accounts fourteen of the principal life-insurance companies had announced their intention of discontinuing business in Texas on account of the new law requiring them to invest in Texas securities and real estate seventy-five per cent. of the reserves on policies issued to residents of the State. Under existing statutory provisions, not altered by the new law, which will become effective on July 12th, the companies are required to maintain a 4 1-2 per cent. reserve. The new law imposes burdens consisting of fees and taxes representing about 3 1-2 per cent. As a result of this taxation, which is regarded by the companies as the most oppressive feature of the law, \$6,000,000 or \$7,000,000 invested in Texas real-estate mortgages, and \$14,000,000 in Texas railroad, city, and county bonds, will probably be withdrawn from the State, unless the unconstitutionality of the Robertson law is established without much delay, as many lawyers think it will be. Another result will be the establishment of new Texas companies, or the leaving of the field to those already in existence. What confidence the insuring public will have in these, when the older and stronger companies have drawn out of the race for business, may be inferred from the history of such legislation in other States, Wisconsin, for example, which have found it necessary to repeal it after a brief trial. A similar law recently failed of enactment in the Tennessee Legislature.

"D. P." Mobile: 1. The regular annual dividend policy you speak of would be my choice. 2. A 15-year endowment would be more expensive, but would mature earlier. Twenty years ought to be satisfactory at your time of life.

"T. R." Seneca Falls, N. Y.: 1. If you can set aside \$2 a week for your life insurance, you can get a straight life policy at your age of between \$2,000 and \$2,500 for that amount. An endowment would cost you more. 2. It is payable to the party whose name appears as your beneficiary in the policy.

"S." Dalton, N. Y.: 1. The State insurance department, I understand, is making an examination of the Mutual Reserve. It might be well to await the outcome of it. 2. I have not recommended the company for some years, and many of its actions have been severely criticised.

"F." St. Louis: Your complaint in reference to the Metropolitan Life and its failure to pay prompt attention to your case, would seem to justify a letter to the State insurance department. You can address it to the Hon. Otto Kelsey, superintendent of insurance, Albany, N. Y. If the terms of the policy provide that you are to have a paid-up policy or cash at the end of fifteen years, you are entitled to it, but it is possible that the delay in making a settlement is due to the enormous amount of business the company is doing.

"X. P." Nashville, Tenn.: I have never believed in fraternal insurance, or anything else of the assessment kind. The history of all assessment insurance has been uniformly that of dissatisfaction and disaster. Assessment insurance is made attractive by the low rate offered at the outset when deaths are few; but, as the death rate increases, with the increasing age of the members, the assessments must be constantly raised, until at last they become so onerous that either the company must disorganize or it must limit its privileges to younger members. In an old-line company one's premium rate is fixed at the start, and, while it is higher than the assessment in a fraternal association at the outset, it has reason to be, because if the policy-holder is compelled to drop his policy the increased cost is represented in a surrender value, while the holder of an assessment policy gets nothing if he allows it to lapse.



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